

SECTION II
NAVIGATION PUBLICATIONS

NM 36/03

SAILING DIRECTIONS CORRECTIONS

PUB 124 8 Ed 2001 LAST NM 35/03

Page 122—Line 55/L; insert after:

Jetty No. 4 has a radar station (S1) on its N side about 100m from the head of the jetty.

(US NM 19/24053/03) 36/03

Page 212—Line 15/R; read:

mile W. It is encumbered by a group of barren islets marked with a lighted beacon.

(US NM 19/22430/03) 36/03

Page 221—Line 11/L; read:

Sound from Port William. A light tower with a racon marks the point.

(US NM 18/23151/90) 36/03

Page 221—Line 39/L; read:

point also contains a racon.

(BA NP 6) 36/03

Page 222—Line 19/R; insert after:

Caution.—Restricted areas, in which diving is prohibited except for emergency situations, are located within a radius of 1,000m from these points:

1. Billy Rock (51°40.5'S., 57°42.4'W.).
2. Blanco Bay (51°39.7S., 57°48.7'W.).
3. Doctors Point (51°40.0'S., 57°30.3'W.).

(BA NP 6, Supp. 3/02) 36/03

PUB 160 2 Ed 2002 LAST NM 33/03

Page 109—Lines 21 to 35/R; read:

Iraq has been an independent nation since 1932. The country is composed of 18 governorates.

The government of Iraq is in a state of transition following the April 2003 defeat of the Saddam Hussein regime by U.S.-led coalition forces, which remain in Iraq helping to restore degraded infrastructure and to facilitate the establishment of a freely-elected government.

(World Factbook) 36/03

Page 110—Lines 5 to 9/L; read:

Fall of Baghdad April 9

Labor Day May 1

Republic Day July 14

(Fairplay; PUBS 022-03) 36/03

Page 112—Lines 12 to 15/R; read:

There is no U.S. Embassy in Iraq. Diplomatic relations are in a state of transition following the April 2003 defeat of the Saddam Hussein regime by U.S.-led coalition forces.

(World Factbook) 36/03

PUB 192 8 Ed 2003 LAST NM 32/03

Page 75—Line 25/R; read:

To reduce the risk of deep-draft vessels being involved in dangerous situations caused by traffic congestion, passage through Black Deep and Knock John Channel is normally restricted to vessels with a draft of over 6m.

Caution.—Vessels navigating in Oaze Deep, within 2 miles

(BA NP 28) 36/03

COAST PILOT CORRECTIONS

**COAST PILOT 2 32 Ed 2003 Change No. 18
LAST NM 35/03**

Page 162—Paragraph 146; read:

The **North Atlantic Lane Routes** are described in **NV PUB. 106, Atlas of Pilot Charts, North Atlantic Ocean (including the Gulf of Mexico)**, published by the National Imagery and Mapping Agency, Washington, D.C.

(CL 545/02) 36/03

Page 182—Paragraph 100, lines 14 to 15; read:

ice, a pump-out station, some supplies and a launching ramp are available. In February 2002, a depth of 8.0 feet was reported at the marina berths. The ...

(CL 827/02) 36/03

Page 348—Paragraph 47, lines 4 to 10; read:

dredged channel that leads from the Intracoastal Waterway to the town dock and turning basin at **Mastic**, about 1.5 miles above the entrance west of **Masury Point**, thence for about 0.2 mile to the head of navigation. In 1981-1999, the reported controlling depths were 6 feet from the Intracoastal Waterway to the head of navigation. Favor the east side of the channel at ...

(CL 582/02; 43/02 CG1 ; NOS 12352) 36/03

Page 354—Paragraph 137, lines 1 to 2; read:

In April 2003, the controlling depth was 7.4 feet in the channel from Point ...

(BPs 180986-87; CL 1213/03) 36/03

Page 380—Paragraph 267, line 11; read:

extends about 80 feet into the channel from the east ...

(CL 1066/03) 36/03

COAST PILOT 2 32 Ed 2003 Change No. 19

Page 155—Paragraph 33, line 6; read:

occur south of Cape Cod within 25 miles off the Atlantic coast to their southern calving grounds off the South Carolina, Georgia, and Florida coasts from February ...

(CL 1381/03) 36/03

COAST PILOT 2 (Continued)

Page 155—Paragraph 34, lines 6 to 7; read:
Channel (peak season: March through July), Stellwagen
Bank (peak season: July through September), Jeffreys ...
(CL 1381/03) 36/03

Page 155—Paragraph 34, line 19; read:
Stellwagen Bank and Jeffreys Ledge are located in the ...
(CL 1381/03) 36/03

Page 155—Paragraph 36, line 4; read:
surveys (principally in Cape Cod Bay, the Gulf of Maine,
and the Great South ...
(CL 1381/03) 36/03

Page 160—Paragraph 126, lines 4 to 6; read:
(fewer than 350 animals). (See chart 13200). These slow
moving animals ...
(CL 1381/03) 36/03

Page 177—Paragraph 32, line 3; read:
controlling depth of the channel was 6 feet, thence in June
2002, 2.1 to 6 feet ...
(CL 1954/02) 36/03

Page 182—Paragraph 106, lines 1 to 3; read:
A town ...
(NOS 13229) 36/03

Page 182—Paragraph 106, lines 8 to 11; read:
can handle craft to 42 feet for hull, engine and electronic
repairs. Open and covered storage, gasoline, diesel fuel,
water, ice, a pump-out station, marine supplies and a launch-
ing ramp are available. In March 2002, the reported along-
side depth was 6 feet. The **harbormaster** who supervises ...
(CL 872/02) 36/03

Page 209—Paragraph 138, lines 8 to 12; read:
mark the channel. Gasoline, diesel fuel, ice, a pump-out sta-
tion and wet and dry storage are available; lift capacity, 35
tons. Hull, engine and electronic repairs can be made. In
April 2002, the reported approach and alongside depth was 7
feet.
(CL 1285/02) 36/03

Page 248—Paragraph 22; insert after:

Northern Right Whales

Endangered northern right whales may occur in Block
Island Sound, in particular in the Narragansett/Buzzards Bay
Traffic Lanes. They are most likely to occur in the area in
March and April. (See northern right whales, indexed as
such in chapter 3).
(CL 1381/03) 36/03

Page 268—Paragraph 284, line 3; read:
seasonal buoys; boats of about 5-foot drafts can be ...
(LL/03) 36/03

Page 345—Paragraph 5; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25
miles of the south coast of Long Island, including the
approaches to New York Harbor (peak season: February
through April). (See **northern right whales**, indexed as such
in chapter 3).
(CL 1381/03) 36/03

Page 361—Paragraph 29; insert after:

Northern Right Whales

Endangered northern right whales may occur within the
approaches to New York Harbor within 25 miles of the New
York and New Jersey coasts, (peak season: February through
April and September through October). (See **northern right
whales**, indexed as such in chapter 3).
(CL 1381/03) 36/03

**COAST PILOT 3 36 Ed 2003 Change No. 1
LAST NM 34/03**

Page 118—Paragraph 1712 to Page 122—Paragraph 1802;
read:

**\$165.501 Chesapeake Bay entrance and Hampton
Roads, VA and adjacent waters—Regulated Navigation
Area.**

(a) *Location.* The waters enclosed by the shoreline and
the following lines are a Regulated Navigation Area:

(1) *Offshore zone.* A line drawn due East from the
mean low water mark at the North Carolina and Virginia
border at 36°33'03"N., 75°52'00"W., to the Territorial Seas
boundary line at 36°33'05"N., 75°36'51"W., thence gener-
ally Northeastward along the Territorial Seas boundary
line to 38°01'39"N., 74°57'18"W., thence due West to the
mean low water mark at the Maryland and Virginia border
at 38°01'39"N., 75°14'30"W., thence South along the mean
low water mark on the Virginia coast, and eastward of the
Colregs Demarcation Lines across Chincoteague Inlet,
Assawoman Inlet, Gargathy Inlet, Metompkin Inlet,
Wachapreague Inlet, Quinby Inlet, Great Machipongo
Inlet, Sand Shoal Inlet, New Inlet, Ship Shoal Inlet and
Little Inlet, to the Colregs Demarcation Line across the
mouth of Chesapeake Bay, continuing south along the Vir-
ginia low water mark and eastward of the Colregs Demar-
cation Line across Rudee Inlet to the point of beginning.
All positions reference NAD 83.

(2) *Inland zone.* The waters enclosed by the shoreline
and the following lines:

(i) A line drawn across the entrance to Chesapeake
Bay between Wise Point and Cape Charles Light, and
then continuing to Cape Henry Light.

(ii) A line drawn across the Chesapeake Bay between
Old Point Comfort Light and Cape Charles City Range
"A" Rear Light.

(iii) A line drawn across the James River along the
eastern side of U.S. Route 17 highway bridge, between
Newport News and Isle of Wight County, Virginia.

(iv) A line drawn across Chuckatuck Creek along the
northern side of the north span of the U.S. Route 17
highway bridge, between Isle of Wight County and Suf-

COAST PILOT 3 (Continued)

folk, Virginia.

(v) A line drawn across the Nansemond River along the northern side of the Mills Godwin (U.S. Route 17) Bridge, Suffolk, Virginia.

(vi) A line drawn across the mouth of Bennetts Creek, Suffolk, Virginia.

(vii) A line drawn across the Western Branch of the Elizabeth River along the eastern side of the West Norfolk Bridge, Portsmouth, Virginia.

(viii) A line drawn across the Southern Branch of the Elizabeth River along the northern side of the I-64 highway bridge, Chesapeake, Virginia.

(ix) A line drawn across the Eastern Branch of the Elizabeth River along the western side of the west span of the Campostella Bridge, Norfolk, Virginia.

(x) A line drawn across the Lafayette River along the western side of the Hampton Boulevard Bridge, Norfolk, Virginia.

(xi) A line drawn across Little Creek along the eastern side of the Ocean View Avenue (U.S. Route 60) Bridge, Norfolk, Virginia.

(xii) A line drawn across Lynnhaven Inlet along the northern side of Shore Drive (U.S. Route 60) Bridge, Virginia Beach, Virginia.

(b) *Definitions.* In this section:

CBBT means the Chesapeake Bay Bridge Tunnel.

Coast Guard Patrol Commander is a Coast Guard commissioned, warrant or petty officer who has been designated by the Commander, Coast Guard Group Hampton Roads.

Designated representative of the Captain of the Port means a person, including the duty officer at the Coast Guard Marine Safety Office Hampton Roads, the Joint Harbor Operations Center watchstander, or the Coast Guard or Navy Patrol Commander who has been authorized by the Captain of the Port to act on his or her behalf and at his or her request to carry out such orders and directions as needed. All patrol vessels shall display the Coast Guard Ensign at all times when underway.

I-664 Bridge Tunnel means the Monitor Merrimac Bridge Tunnel.

Inland waters means waters within the COLREGS Line of Demarcation.

Thimble Shoal Channel consists of the waters bounded by a line connecting Thimble Shoal Channel Lighted Bell Buoy 1TS, thence to Thimble Shoal Lighted Gong Buoy 17, thence to Thimble Shoal Lighted Buoy 19, thence to Thimble Shoal Lighted Buoy 21, thence to Thimble Shoal Lighted Buoy 22, thence to Thimble Shoal Lighted Buoy 18, thence to Thimble Shoal Lighted Buoy 2, thence to the beginning.

Thimble Shoal North Auxiliary Channel consists of the waters in a rectangular area 450 feet wide adjacent to the north side of Thimble Shoal Channel, the southern boundary of which extends from Thimble Shoal Channel Lighted Buoy 2 to Thimble Shoal Lighted Buoy 18.

Thimble Shoal South Auxiliary Channel consists of the waters in a rectangular area 450 feet wide adjacent to the south side of Thimble Shoal Channel, the northern boundary of which extends from Thimble Shoal Channel Lighted Bell

Buoy 1TS, thence to Thimble Shoal Lighted Gong Buoy 17, thence to Thimble Shoal Lighted Buoy 19, thence to Thimble Shoal Lighted Buoy 21.

(c) *Applicability.* This section applies to all vessels operating within the Regulated Navigation Area, including naval and public vessels, except vessels that are engaged in the following operations:

(1) Law enforcement.

(2) Servicing aids to navigation.

(3) Surveying, maintenance, or improvement of waters in the Regulated Navigation Area.

(d) *Regulations.*

(1) *Anchoring restrictions.* No vessel over 65 feet long may anchor or moor in the inland waters of the Regulated Navigation Area outside an anchorage designated in Sec. 110.168 of this title, with these exceptions:

(i) The vessel has the permission of the Captain of the Port.

(ii) Only in an emergency, when unable to proceed without endangering the safety of persons, property, or the environment, may a vessel anchor in a channel.

(iii) A vessel may not anchor within the confines of Little Creek Harbor, Desert Cove, or Little Creek Cove without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Amphibious Base Little Creek, before granting permission to anchor within this area.

(2) *Anchoring detail requirements.* A self-propelled vessel over 100 gross tons, which is equipped with an anchor or anchors (other than a tugboat equipped with bow fenderwork of a type of construction that prevents an anchor being rigged for quick release), that is underway within two nautical miles of the CBBT or the I-664 Bridge Tunnel shall station its personnel at locations on the vessel from which they can anchor the vessel without delay in an emergency.

(3) *Secondary towing rig requirements on inland waters.*

(i) A vessel over 100 gross tons may not be towed in the inland waters of the Regulated Navigation Area unless it is equipped with a secondary towing rig, in addition to its primary towing rig, that:

(A) Is of sufficient strength for towing the vessel.

(B) Has a connecting device that can receive a shackle pin of at least two inches in diameter.

(C) Is fitted with a recovery pickup line led out-board of the vessel's hull.

(ii) A tow consisting of two or more vessels, each of which is less than 100 gross tons, that has a total gross tonnage that is over 100 gross tons, shall be equipped with a secondary towing rig between each vessel in the tow, in addition to its primary towing rigs, while the tow is operating within this Regulated Navigation Area. The secondary towing rig must:

(A) Be of sufficient strength for towing the vessels.

(B) Have connecting devices that can receive a shackle pin of at least two inches in diameter.

(C) Be fitted with recovery pickup lines led out-board of the vessel's hull.

(4) *Thimble Shoals Channel controls.*

COAST PILOT 3 (Continued)

(i) A vessel drawing less than 25 feet may not enter the Thimble Shoal Channel, unless the vessel is crossing the channel. Masters should consider the squat of their vessel based upon vessel design and environmental conditions. Channel crossings shall be made as perpendicular to the channel axis as possible.

(ii) Except when crossing the channel, a vessel in the Thimble Shoal North Auxiliary Channel shall proceed in a westbound direction.

(iii) Except when crossing the channel, a vessel in the Thimble Shoal South Auxiliary Channel shall proceed in an eastbound direction.

(5) *Restrictions on vessels with impaired maneuverability.*

(i) Before entry. A vessel over 100 gross tons, whose ability to maneuver is impaired by heavy weather, defective steering equipment, defective main propulsion machinery, or other damage, may not enter the Regulated Navigation Area without the permission of the Captain of the Port.

(ii) After entry. A vessel over 100 gross tons, which is underway in the Regulated Navigation Area, that has its ability to maneuver become impaired for any reason, shall, as soon as possible, report the impairment to the Captain of the Port.

(6) *Requirements for navigation charts, radars, and pilots.* No vessel over 100 gross tons may enter the Regulated Navigation Area, unless it has on board:

(i) Corrected charts of the Regulated Navigation Area. Instead of corrected paper charts, warships or other vessels owned, leased, or operated by the United States Government and used only in government non-commercial service may carry electronic charting and navigation systems that have met the applicable agency regulations regarding navigation safety.

(ii) An operative radar during periods of reduced visibility;

(iii) When in inland waters, a pilot or other person on board with previous experience navigating vessels on the waters of the Regulated Navigation Area.

(7) *Emergency procedures.*

(i) Except as provided in paragraph (d)(7)(ii) of this section, in an emergency any vessel may deviate from the regulations in this section to the extent necessary to avoid endangering the safety of persons, property, or the environment.

(ii) A vessel over 100 gross tons with an emergency that is located within two nautical miles of the CBBT or I-664 Bridge Tunnel shall notify the Captain of the Port of its location and the nature of the emergency, as soon as possible.

(8) *Vessel speed limits.*

(i) *Little Creek.* A vessel may not proceed at a speed over five knots between the Route 60 bridge and the mouth of Fishermans Cove (Northwest Branch of Little Creek).

(ii) *Southern Branch of the Elizabeth River.* A vessel may not proceed at a speed over six knots between the junction of the Southern and Eastern Branches of the Elizabeth River and the Norfolk and Portsmouth Belt

Line Railroad Bridge between Chesapeake and Portsmouth, Virginia.

(iii) *Norfolk Harbor Reach.* Nonpublic vessels of 300 gross tons or more may not proceed at a speed over 10 knots between the Elizabeth River Channel Lighted Gong Buoy 5 of Norfolk Harbor Reach (southwest of Sewells Point) at approximately 36°58'00"N., 076°20'00"W, and gated Elizabeth River Channel Lighted Buoys 17 and 18 of Craney Island Reach (southwest of Norfolk International Terminal at approximately 36°54'17"N., and 076°20'11"W).

(9) *Port security requirements.* Vessels in excess of 300 gross tons, including tug and barge combinations in excess of 300 gross tons (combined), shall not enter the Regulated Navigation Area, move within the Regulated Navigation Area, or be present within the Regulated Navigation Area, unless they comply with the following requirements:

(i) Obtain authorization to enter the Regulated Navigation Area from the designated representative of the Captain of the Port prior to entry. All vessels entering or remaining in the Regulated Navigation Area may be subject to a Coast Guard boarding.

(ii) Ensure that no person who is not a permanent member of the vessel's crew, or a member of a Coast Guard boarding team, boards the vessel without a valid purpose and photo identification.

(iii) Report any departure from or movement within the Regulated Navigation Area to the designated representative of the Captain of the Port prior to getting underway.

(iv) The designated representative of the Captain of the Port shall be contacted on VHF-FM channel 12, or by calling 757-444-5209, 757-444-5210, or 757-668-5555.

(v) In addition to the authorities listed in this part, this paragraph is promulgated under the authority under 33 U.S.C. 1226.

(e) *Waivers.*

(1) The Captain of the Port may, upon request, waive any regulation in this section.

(2) An application for a waiver must state the need for the waiver and describe the proposed vessel operations.

(f) *Control of vessels within the regulated navigation area.*

(1) When necessary to prevent damage, destruction or loss of any vessel, facility or port infrastructure, the Captain of the Port may direct the movement of vessels or issue orders requiring vessels to anchor or moor in specific locations.

(2) If needed for the maritime, commercial or security interests of the United States, the Captain of the Port may order a vessel to move from the location in which it is anchored to another location within the Regulated Navigation Area.

(3) The master of a vessel within the Regulated Navigation Area shall comply with any orders or directions issued to the master's vessel by the Captain of the Port.

(FR 6/12/03)

36/03

COAST PILOT 3 36 Ed 2003 Change No. 2

Page 71—Paragraph 639; read:

The draw of the Route 70 Bridge, mile 3.4, at Riviera Beach, shall open on signal on the hour, except that from 4 p.m. to 7 p.m. Monday through Friday and from 11 p.m. to 7 a.m., every day the draw need not be opened.

(CL 1211/03; FR 06/11/03) 36/03

Page 73—Paragraph 691; read:

(a) The draw of the Route 130 highway bridge, mile 1.8 at Bridgeport, shall open on signal:

(1) March 1 through November 30, from 7 a.m. to 11 p.m.

(2) At all other times, if at least four hours notice is given.

(b) The draw of the CONRAIL Railroad Bridge, mile 2.0 at Bridgeport, shall operate as follows:

(1) From March 1 through November 30, the draw shall be left in the open position at all times and will only be closed for the passage of trains and to perform periodic maintenance authorized in accordance with subpart A of this part.

(i) Trains shall be controlled so that any delay in opening of the draw shall not exceed ten minutes except as provided in § 117.31(b).

(ii) Before the bridge closes for any reason, a train crewmember will observe the waterway for approaching craft, which will be allowed to pass. A train crewmember will then operate the bridge by radiophone. The bridge shall only be closed if a train crewmember's visual inspection shows that the channel is clear and there are no vessels transiting in the area.

(iii) While the CONRAIL Railroad Bridge is moving from the full open to the full closed position, a train crewmember will maintain constant surveillance of the navigational channel to ensure no conflict with maritime traffic exists. In the event of failure or obstruction, the train crewmember will stop the bridge and return the bridge to the open position.

(iv) The CONRAIL Railroad channel traffic lights will change from flashing green to flashing red anytime the bridge is not in the full open position.

(v) During closing of the span, the channel traffic lights will change from flashing green to flashing red, the horn will sound four times, followed by a pause, then the four blasts will be repeated and the bridge will close. When the rail traffic has cleared the swing span, the horn will automatically sound five times to signal the draw of the CONRAIL Railroad Bridge is about to return to its full open position.

(vi) During open span movement, the channel traffic lights will be flashing red, the horn will sound four times, followed by a pause, then four blasts will be repeated until the bridge is in the full open position. In the full open position, the channel traffic lights will then turn from flashing red to flashing green.

(2) At all other times, the draw may be left in the closed position and opened on signal if at least four hours

notice is given by telephone at (856) 231-2393.
(CL 1065/03; FR 05/20/03)

36/03

Page 175—Paragraph 39, lines 5 to 6; read:

charted. In March 2003, the controlling depth was 4.1 feet in the entrance between ...

(BP 180690) 36/03

Page 182—Paragraph 75, lines 2 to 3; read:

miles west of Cape May Inlet. In February 2003, the mid-channel controlling depth was 12.6 feet through ...

(BPs 180424-25) 36/03

Page 194—Paragraph 134, lines 1 to 2; read:

Cornell Harbor, a channel with a reported depth of 4.0 feet in the north half in June 2000, leads southeastward through the ...

(10/03 CG5; BPs 179448-50; CL 2075/02) 36/03

Page 194—Paragraph 135, lines 1 to 5; read:

Pennsylvania Harbor, 0.5-mile southwestward of Cornell Harbor, had a reported controlling depth of 2.7 feet (4.5 feet at midchannel) in June 2000. **Princeton Harbor**, 0.2-mile southwestward of Pennsylvania Harbor had a reported controlling depth of 2.3 feet (deeper water is available with local knowledge) in 1999-June 2000. Both ...

(BPs 179442-47; CL 2075/02) 36/03

Page 251—Paragraph 33, lines 2 to 3; read:

centered on Chesapeake Bay Entrance Lighted Whistle Buoy CH (36°56'08"N., 75°57'27"W.). A racon is at the buoy.

(13/03 CG5; LL/03) 36/03

Page 279—Paragraph 61, line 7 to Paragraph 62, line 1; read:

obtained in town.

Chart 12244

Mattaponi River, which empties into York River ...

(NOS/03; NOS 12244) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 3

Page 279—Paragraph 56, lines 4 to 8; read:

0.4 mile above the entrance. In January 2003, the reported midchannel controlling depths were 1.4 feet, thence depths of 1 to 2 feet in the ...

(CL 659/03; BP 180349; NOS 12243) 36/03

Page 284—Paragraph 132, lines 2 to 3; read:

are about 12 feet in the entrance, 8.5 feet in Eastern Branch to the wharves at Irvington, and 6 feet in **Carter Cove**, ...

(BP 180432; NOS 12235) 36/03

Page 284—Paragraph 138, lines 3 to 4; read:

buoys. In August 2002, the controlling depth was 1.8 feet in the west half and 3.2 feet in the east half of the channel to the

COAST PILOT 3 (Continued)

head of the project.
(BP 180268) 36/03

Page 284—Paragraph 140, lines 3 to 4; read:
August 2002, the controlling depths were 2.6 feet in the
channel (7.6 feet at midchannel) and 7.9 to 8.1 feet ...
(CL 650/03; BP 180267) 36/03

Page 288—Paragraph 192, line 3; read:
channel, marked by daybeacons, in August 2002 had a con-
trolling ...
(BP 180433) 36/03

Page 304—Paragraph 178; read:
Fourmile Run, Mile 93.0 W, is used only by very small
boats and skiffs at high water. The outer basin is navigable
for small boats, using care, local knowledge, and the chart as
guides. Airport landing lights extend 0.5 mile into the basin
from the north side. The Washington Sailing Marina is in the
cove on the south side of the basin just above the entrance. In
February 2000, the controlling depths were 5.8 feet (7.3 feet
at midchannel) in the marina entrance channel, thence depths
of 7.7 feet to 11.1 feet were in the cove, with much lesser
depths along the sides.
(BPs 177347-49; NOS 12285; NOS 12289) 36/03

Page 359—Paragraph 132, line 8; read:
bridge have a least clearance of 46 feet. **Marley Creek** ...
(CL 621/03) 36/03

Page 367—Paragraph 11, line 1; read:
Seattle: Director, Marine Operations Center (Pacific),
National ...
(CL 1200/03) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 4

Page 39—Paragraph 665, line 4 to Paragraph 666, line 2;
read:
in the Coast Pilot and Sailing Directions.

MARINE POLLUTION**Compliance with the Federal Water Pollution Control Act or Clean Water Act**

The Federal Water Pollution Control Act (FWPCA) or
Clean Water Act (CWA) was passed to restore and maintain
the chemical, physical and biological integrity of our
nation's waters.

No Discharge Zones.—Section 312 of the FWPCA, en-
titled "Marine Sanitation Devices" (see **40 CFR 140** in Chap-
ter 2), gives the Environmental Protection Agency (EPA) and
States the authority to designate certain areas as No-Dis-
charge Zones (NDZ) for vessel sewage. Freshwater lakes,
freshwater reservoirs, or other freshwater impoundments
whose entrances and exits prohibit traffic by regulated ves-
sels (vessels with installed toilets) are, by regulation, NDZs.
Rivers that do not support interstate navigation vessel traffic
are also NDZs by regulation. Water bodies that can be desig-

nated as NDZs by States and EPA include: the Great Lakes
and their connecting waterways, freshwater lakes and
impoundments accessible through locks, and other flowing
waters that support interstate navigation by vessels subject to
regulation.

Inside No-Discharge Zone waters, discharge of any sew-
age, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution.—The FWPCA also prohibits the discharge
of quantities of either oil or ...
(CL 139/02; 40 CFR 140) 36/03

Page 40—Paragraph 674, line 8 to Paragraph 675, line 1;
read:
against organizations which violate MARPOL.

Packaged Marine Pollutants

On October 1, 1993, new regulations under the ...
(CL 139/02; 40 CFR 140) 36/03

Page 41—Paragraph 677, line 10 to Paragraph 678, line 1;
read:
substance, solid or liquid, N.O.S. (class 9).

Ocean Dumping

The Marine Protection Research and Sanctuaries ...
(CL 139/02; 40 CFR 140) 36/03

Page 45—Paragraph 1; read:

This chapter contains extracts from **Code of Federal Reg-
ulations (CFR)** that are of importance to mariners in the
area covered by this Coast Pilot. Sections of little value to
the mariner are sometimes omitted. Omitted sections are sig-
nified by the following [...]

Extracts from the following titles are contained in this
chapter.
(NOS/03) 36/03

Page 368—Paragraph 45, line 5 to Paragraph 48; read:
2288, Mobile, AL 36602, Attn: Map Sales, LM-SR; tele-
phone, 251-441-5631.

Flood Control and Navigation Maps of the Mississippi
River, Cairo, IL to the Gulf of Mexico: Published by Missis-
sippi River Commission and for sale by U.S. Army Engineer
District Vicksburg, 4155 Clay Street, Vicksburg, MS 39183-
3435, Attn: Map Sales; telephone: 601-631-5042.

Upper Mississippi River Navigation Charts (Mississippi
River, Cairo, IL to Minneapolis, MN): Published and for sale
by U.S. Army Engineer District Rock Island, Clock Tower
Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; tele-
phone, 309-794-5338.

Charts of the Illinois Waterway, from Mississippi River at
Grafton, IL to Lake Michigan at Chicago and Calumet Har-
bors: Published and for sale by U.S. Army Engineer District
Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock
Island, IL 61204-2004; telephone, 309-794-5338.
(CE/03) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 5

Page 45—Paragraph CFR Box, (insert after Part 334):

Title 40 (40 CFR): Protection of Environment

Part 140 Marine Sanitation Device Standard
(40 CFR 140)

36/03

Page 149—Paragraph 2524, line 3; read:
Creek, Norfolk, Virginia.

TITLE 40—PROTECTION OF ENVIRONMENT**Part 140—Marine Sanitation Device Standard****§140.1 Definitions.**

For the purpose of these standards the following definitions shall apply:

- (a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;
- (b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;
- (c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;
- (d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;
- (e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;
- (f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;
- (g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(a) (1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to pre-

vent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/l.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are “appropriate standards” for purposes of Coast Guard and Department of Defense certifica-

COAST PILOT 3 (Continued)

tion pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination pursuant to section 312(f)(3) of the Act. [...]

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularity the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application. [...]

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition

is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

§140.5 Analytical procedures.

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(40 CFR 140)

36/03

COAST PILOT 3

36 Ed 2003

Change No. 6

Page 87—Paragraphs 1060 to 1061; read:

(d) [Suspended]

(e) [Suspended]

(FR 5/22/03)

36/03

Page 88—Paragraph 1111, lines 8 to 12; read:

of Canada by fax at 315-764-3235 or at 315-764-3200.

(FR 5/22/03)

36/03

COAST PILOT 3 (Continued)

Page 90—Table, item 8; read:

- (8) [Suspended]
(FR 5/22/03) 36/03

Page 91—Paragraph 1112, line 4 to Paragraph 1117; read:

- Captain of the Port (COTP).
(d) [Suspended]
(FR 5/22/03) 36/03

Page 91—Paragraphs 1124 to 1126; read:

- (c) [Suspended]
(FR 5/22/03) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 7

Page 46—Paragraph 32, line 7; read:

- 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and ...
(FR 7/1/03) 36/03

Page 47 to Page 48; strike out.

- (FR 7/1/03) 36/03

Page 92—Paragraph 1139, line 4; read:

which the direction of traffic may be recommended.

Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.

- (FR 7/1/03) 36/03

Page 92—Paragraphs 1141 to 1145; read:

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

- (FR 7/1/03) 36/03

Page 94—Paragraph 1178, line 1; read:

- (b) If, in a specific circumstance, a VTS User is unable ...
(FR 7/1/03) 36/03

Page 94—Paragraph 1179 to Paragraph 1181, line 1; read:

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

- (d) As soon as practicable a, VTS User shall notify ...
(FR 7/1/03) 36/03

Page 94—Paragraph 1197, lines 2 to 6; read:

a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.

- (FR 7/1/03) 36/03

Page 94—Paragraph 1198, line 5 to Paragraph 1199; read:

are consolidated into three reports (sailing plan, position, and final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

- (FR 7/1/03) 36/03

Page 94—Paragraph 1203, line 1; read:

As used in the subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available ...
(FR 7/1/03) 36/03

Page 97—Paragraph 1204, line 1; read:

- (a) A Center may: (1) Direct a vessel to provide any of ...
(FR 7/1/03) 36/03

Page 97—Paragraph 1207, line 3; read:

Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, ...
(FR 7/1/03) 36/03

Page 97—Paragraph 1208, line 4; read:

designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated ...
(FR 7/1/03) 36/03

Page 97—Paragraph 1209, line 7 to Paragraph 1210, line 1; read:
VTS frequency.

COAST PILOT 3 (Continued)

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time ...

(FR 7/1/03) 36/03

Page 97—Paragraphs 1219 to 1226; read:

(a) Upon point of entry into a VMRS area;

(b) At designated points as set forth in Subpart C; or

(c) When directed by the Center.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

(1) Notify the Center;

(2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and

(3) Make any other reports as directed by the Center.

(FR 7/1/03)

36/03

§161.21 Automated reporting.

COAST PILOT 3

36 Ed 2003

Change No. 8

Page 95 to Page 96; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas		
Center MMSI¹ Call Sign	Designated frequency (Channel designation)—purpose²	Monitoring area^{3, 4}
Berwick Bay—003669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
Houston-Galveston— 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.)
Louisville: Not applicable <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River ⁵ — 0036699952		
<i>New Orleans Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	<i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).

COAST PILOT 3 (Continued)

New York —003669951 <i>New York Traffic</i>	156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)—For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
<i>New York Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge).
<i>New York Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur ⁵ —003669955 <i>Sabine Traffic</i>	To be determined	The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N.
Prince William Sound— 003669958 <i>Valdez Traffic</i>	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Puget Sound ⁶ <i>Seattle Traffic</i> —003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.

COAST PILOT 3 (Continued)

<i>Seattle Traffic</i> —003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> —003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
<i>Victoria Traffic</i> —003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco—003669956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 <i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

COAST PILOT 3 (Continued)

Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

²In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

³All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

⁴Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

⁵Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

⁶A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03)

36/03

COAST PILOT 3**36 Ed 2003****Change No. 9**

(including §§164.38 and 164.39) does ...

(FR 7/1/03)

36/03

Page 97—Paragraph 1235, line 3; read:

VMRS area; and ...

(FR 7/1/03)

36/03

Page 103—Paragraph 1288, line 3; read:

.....164.74

Page 97—Paragraphs 1237 to 1242; strike out.

(FR 7/1/03)

36/03

International Electrotechnical Commission (IEC)

3, rue de Varembe, Geneva, Switzerland.

IEC 61993-2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001-12.....164.46

(FR 7/1/03)

36/03

Page 99—Paragraph 1243 to Paragraph 1247, line 1; read:

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points**Note:** All geographic coordinates contained in part ...

(FR 7/1/03)

36/03

Page 103—Paragraph 1289, line 5; read:

1975164.13

Page 103—Paragraph 1269, line 3; read:

more gross tons (except as provided in paragraphs (c) and (d) of ...

(FR 7/1/03)

36/03

Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic Identification System (AIS), adopted May 12, 1998 ..164.46

SN/Circ.277, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), dated January 6, 2003164.46

SOLAS, International Convention for Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments)164.46

Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter V of SOLAS 1974, adopted December 12, 2002164.46

(FR 7/1/03)

36/03

Page 103—Paragraph 1275, line 7; read:

regulations regarding navigation safety.

(d) Provisions of §164.46 apply to some self-propelled vessels of less than 1600 gross tonnage.

(FR 7/1/03)

36/03

Page 103—Paragraph 1276, line 1; read:

(a) Except as provided in §164.46(a)(2) of this part

Page 104—Paragraph 1292, line 4; read:

Ship-to-Ship Identification, 1992164.43

COAST PILOT 3 (Continued)

ITU-R Recommendation M.1371-1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001164.46
(FR 7/1/03) 36/03

Page 109—Paragraph 1463, line 3 to Paragraph 1464, line 2; read:
with a rate of turn indicator.

§164.43 Automatic Identification System Shipborne Equipment—Prince William Sound.

(a) Until July 1, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under §165.1704 of this subchapter must do so ...
(FR 7/1/03) 36/03

Page 109—Paragraph 1482, line 2; read:
operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, operational AIS that complies with the IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2, and that is installed using IMO SN/Circ.277 (Incorporated by reference, see §164.03) as of the date specified. “Length” refers to “registered length” as defined in 46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length engaged in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following vessels subject to the International Convention for Safety at Life at Sea, 1974, (SOLAS) as amended, that are on an international voyage must also comply with SOLAS, chapter V, as amended by SOLAS 2000 Amendments and Conference resolution 1 (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, transiting an area listed in table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 10

Page 5—Paragraph 51, line 2; read:
America including the Hawai‘ian Islands;
(CL 2084/02) 36/03

Page 20—Paragraph 383, line 6; read:
Kekaha, Kauai, Hawai‘i (21°59'26"N., 159°46'00"W.) on ...
(CL 2084/02) 36/03

Page 21—Paragraph 397, line 6; read:
Hawai‘ian Datum, and others. Through the use of satellites
...
(CL 2084/02) 36/03

Page 21—Paragraph 398, line 5; read:
charts of Hawai‘i, and other Pacific Ocean islands, ...
(CL 2084/02) 36/03

Page 33—Paragraph 549, line 3; read:
in Colorado, Hawai‘i, Kwajalein, Diego Garcia, and Ascension ...
(CL 2084/02) 36/03

Page 34—Paragraph 553, line 4; read:
Rico, most of Alaska, and Hawai‘i. The system provides ...
(CL 2084/02) 36/03

COAST PILOT 3 (Continued)

Page 36—Paragraph 594, line 6; read:
Hawai‘ian Islands 2,000 miles away. The wave of May ...
(CL 2084/02) 36/03

Page 36—Paragraph 597, line 5; read:
The Pacific Tsunami Warning Center, Oahu, Hawai‘i, of ...
(CL 2084/02) 36/03

Page 367—Paragraph 21, line 2; read:
Oregon, Washington, and Hawai‘i.
(CL 2084/02) 36/03

Page 370—Paragraph 114, line 1; read:
Region IX (California, Hawai‘i, Guam): 215 ...
(CL 2084/02) 36/03

Page 372—Paragraph 168, line 3; read:
Rico; Southwest Alaska; Hawai‘i; and 300-400 NM off ...
(CL 2084/02) 36/03

Page 374—Paragraph 272; read:
Honolulu, Hawai‘i: 300 Ala Moana Boulevard, 96850.
(CL 2084/02; CP 7/02) 36/03

Page 374—Paragraph 284, line 1; read:
Pacific Region (California, Hawai‘i, Alaska, Washington,
...
(CL 2084/02) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 11

Page 1—Paragraph 2, line 4; read:
**<http://nauticalcharts.noaa.gov/>. A subscription to the
Local ...**
(NOS/03) 36/03

Page 116—Paragraph 1626; insert after:
**§165.9 Geographic application of limited and controlled
access areas and regulated navigation areas.**

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232, and the Act of June 15, 1917, as amended by both the Magnuson Act of August 9, 1950 (“Magnuson Act”), 50 U.S.C. 191–195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C.

1226 or 50 U.S.C. 191 may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones.* These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the baseline.

(FR 7/18/03) 36/03

COAST PILOT 3 36 Ed 2003 Change No. 12

Page 154—Paragraph 21; insert after:

Early Warning System: As weather and conditions permit, a dedicated seasonal program of overflights from Savannah, Georgia, north to Chesapeake Bay, Virginia, provide right whale sighting information to the Coast Guard and others for broadcast purposes. Many right whales in this vast geographic area, however, go undetected.

(CL 1381/03) 36/03

Page 154—Paragraph 25, lines 3 to 5; read:

Broadcast Notice to Mariners, NAVTEX, NOAA Weather Radio, or other official sources, post a lookout familiar with spotting whales. Consult with local pilots for additional precautions

(CL 1381/03) 36/03

Page 156—Paragraph 26; insert after:

When the ability to spot whales is reduced (e.g., night, fog, rain, etc.), mariners should bear in mind that reduced speed may minimize the risk of ship strikes.

Local ships’ pilots may also provide additional information on the location of right whales and local safe vessel operating procedures.

(CL 1381/03) 36/03

Page 156—Paragraph 27, line 6; read:

any right whale (see **50 CFR 224.10(c)**, chapter 2).

(50 CFR 224) 36/03

Page 172—Paragraph 12; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the New Jersey coast (peak season: February through April and September through October). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03) 36/03

Page 201—Paragraph 57; read:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the Delaware coast in the approaches to Delaware Bay (peak season: February through April and October through December). (See **northern right whales**, indexed as

COAST PILOT 3 (Continued)

such in chapter 3).
(CL 1381/03) 36/03

Page 238—Paragraph 17; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the Delaware, Maryland, and Virginia coasts (peak season: February through April and October through December). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03) 36/03

Page 250—Paragraph 11; read:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the Virginia coast in the approaches to Chesapeake Bay (peak season: February through April and November and December). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03) 36/03

**COAST PILOT 4 35 Ed 2003 Change No. 1
LAST NM 34/03**

Page 275—Paragraph 38, line 7; read:
In March 2003, the controlling depth was 6.1 in ...
(BP 180441) 36/03

Page 278—Paragraph 76, lines 14 to 15; read:
much lesser depths is between Buoy 10B and Daybeacon 10A. The channel is reported ...
(20/03 CG5; NOS 11550; LL/03) 36/03

Page 305—Paragraph 88, lines 7 to 8; read:
the Intracoastal Waterway; in 1999-February 2003, the controlling depth was 7.0 feet. Both channels are subject to ...
(BP 180003) 36/03

Page 309—Paragraph 112, line 14 to Paragraph 113, line 1; read:
opposite Wilmington.

Prominent features

Oak Island Light (33°53'36"N., 78°02'06"W.), 169 ...
(LL/03) 36/03

Page 324—Paragraph 70, lines 7 to 8; read:
ice, and marine supplies. In April 2003, the reported approach depth was 12 feet. U.S. Route 17 fixed highway ...
(CL 684/03) 36/03

Page 498—Paragraph 45, line 6; read:
business hours. Inquiries on availability, cost, etc. of ...
(NOS/03) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 2

Page 5—Paragraph 50, line 2; read:
America including the Hawai'ian Islands;
(CL 2084/02) 36/03

Page 20—Paragraph 384, line 6; read:
Kekaha, Kauai, Hawai'i (21°59'26"N., 159°46'00"N.) or...
(CL 2084/02) 36/03

Page 21—Paragraph 399, line 6; read:
Hawai'ian Datum, and others. Through the use of satellites
...
(CL 2084/02) 36/03

Page 21—Paragraph 400, line 5; read:
charts of Hawai'i, and other Pacific Ocean islands ...
(CL 2084/02) 36/03

Page 32—Paragraph 541, line 3; read:
in Colorado, Hawai'i, Kwajalein, Diego Garcia, and Ascension ...
(CL 2084/02) 36/03

Page 33—Paragraph 545, line 4; read:
Rico, most of Alaska, and Hawai'i. The system provides ...
(CL 2084/02) 36/03

Page 35—Paragraph 585, line 6; read:
Hawai'ian Islands 2,000 miles away. The wave of May ...
(CL 2084/02) 36/03

Page 35—Paragraph 588, line 5; read:
The Pacific Tsunami Warning Center, Oahu, Hawai'i, of ...
(CL 2084/02) 36/03

Page 39—Paragraph 665, line 8 to Paragraph 666, line 1; read:
against organizations which violate MARPOL.

Packaged Marine Pollutants

On October 1, 1993, new regulations under the ...
(CL 139/02; 40 CFR 140) 36/03

Page 40—Paragraph 668, line 10 to Paragraph 669, line 1; read:
substances, solid or liquid, N.O.S. (class 9).

Ocean Dumping

The Marine Protection Research and Sanctuaries ...
(CL 139/02; 40 CFR 140) 36/03

Page 45—Paragraph 1; read:

This chapter contains extracts from Code of Federal Regulations (CFR) that are of importance to mariners in the area covered by this Coast Pilot. Sections of little value to the mariner are sometimes omitted. Omitted sections are signi-

COAST PILOT 4 (Continued)

fied by the following [...]

Extracts from the following titles are contained in this chapter.

(NOS/03) 36/03

Page 497—Paragraph 21, line 2; read:

Oregon, Washington, and Hawai‘i.

(CL 2084/02) 36/03

Page 500—Paragraph 118, line 1; read:

Region IX (California, Hawai‘i, Guam): 215 ...

(CL 2084/02) 36/03

Page 502—Paragraph 180, line 3; read:

Rico; Southwest Alaska; Hawai‘i; and 300-400 NM off ...

(CL 2084/02) 36/03

Page 503—Paragraph 244, line 1; read:

Pacific Region (California, Hawai‘i, Alaska, Washington,

...

(CL 2084/02) 36/03

Page 503—Paragraph 268; read:

Honolulu, Hawai‘i: 300 Ala Moana Boulevard, 96850.

(CL 2084/02; CP7/02) 36/03

COAST PILOT 4**35 Ed 2003****Change No. 3**

Page 196—Paragraph 3265, line 4; read:

year of the permit’s expiration date.

(r) *Moratorium on charter vessel/headboat permits for Gulf coastal migratory pelagic fish and Gulf reef fish.* The provisions of this paragraph (r) are applicable through June 16, 2006. Notwithstanding the other provisions of this paragraph (r), the expiration dates of all charter vessel/headboat permits for Gulf reef fish or Gulf coastal migratory pelagic fish that were not issued under the provision of this paragraph (r) and that were valid or renewable as of December 17, 2002, will be extended through November 13, 2003, provided that a permit has not been issued under this paragraph (r) for the applicable vessel.

(1) *Applicability.* Beginning November 13, 2003, the only valid charter vessel/headboat permits for Gulf coastal migratory pelagic fish or Gulf reef fish are those that have been issued under the moratorium criteria in this paragraph (r). No applications for additional charter vessel/headboat permits for these fisheries will be accepted. Existing permits may be renewed, are subject to the transferability provisions in paragraph (r)(9) of this section, and are subject to the requirement for timely renewal in paragraph (r)(10) of this section.

(2) *Initial eligibility.* Initial eligibility for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish is limited to the following:

(i) An owner of a vessel that had a valid charter vessel/headboat permit for Gulf reef fish or coastal migratory pelagic fish on March 29, 2001, or held such a permit during the preceding year or whose application

for such permit had been received by NMFS, by March 29, 2001, and was being processed or awaiting processing.

(ii) Any person who can provide NMFS with documentation verifying that, prior to March 29, 2001, he/she had a charter vessel or head/boat under construction and that the associated expenditures were at least \$5,000 as of that date. If the vessel owner was constructing the vessel, the vessel owner must provide NMFS with receipts for the required expenditures. If the vessel was being constructed by someone other than the owner, the owner must provide NMFS with a copy of the contract and/or receipts for the required expenditures.

(iii) A historical captain, defined for the purposes of paragraph (r) of this section as a person who provides NMFS with documentation verifying that

(A) Prior to March 29, 2001, he/she was issued either a USCG Operator of Uninspected Passenger Vessel license (commonly referred to as a 6-pack license) or a USCG Masters license; operated, as a captain, a federally permitted charter vessel or headboat in the Gulf reef fish and /or coastal migratory pelagic fisheries; but does not have a fishery permit issued in their name; and

(B) At least 25 percent of his/her earned income was derived from charter vessel or headboat fishing in one of the years, 1997, 1998, 1999, or 2000.

(3) *Special conditions applicable to eligibility based on historical captain status.* A person whose eligibility is based on historical captain status will be issued a letter of eligibility by the RA. The letter of eligibility may be redeemed through the RA for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish, with a historical captain endorsement. The letter of eligibility is valid for the duration of the moratorium; is valid only for a vessel of the same or lesser authorized passenger capability as the vessel used to document earned income in paragraph (r)(2)(iii)(B) of this section; and is valid only for the fisheries certified on the application under paragraph (r)(2)(iii)(A) of this section. A charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish with a historical captain endorsement is valid only on a vessel that the historical captain operates as a captain.

(4) *Determination of eligibility based on permit history.* NMFS’ permit records are the sole basis for determining eligibility based on permit or application history. An owner of a currently permitted vessel who believes he/she meets the permit or application history criterion based on ownership of a vessel under a different name, as may have occurred when ownership has changed from individual to corporate or vice versa, must document his/her continuity of ownership. An owner will not be issued initial charter vessel/headboat permits for Gulf coastal migratory pelagic fish or Gulf reef fish under the moratorium in excess of the number of federally permitted charter vessels and/or headboats that he/she owned simultaneously at some time during the period March 29, 2000 through March 29, 2001.

(5) *Application requirements and procedures—(i) Gen-*

COAST PILOT 4 (Continued)

eral. An applicant who desires a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish must submit an application for such permit to the RA postmarked or hand-delivered not later than September 15, 2003. Application forms are available from the RA. The information requested on the application form varies according to the eligibility criterion that the application is based upon as indicated in paragraphs (r)(5)(ii), (r)(5)(iii), and (r)(5)(iv) of this section; however, all applicants must provide a copy of the applicable, valid USCG Operator of Uninspected Passenger Vessel license or Masters license and valid USCG Certificate of Inspection. Failure to apply in a timely manner will preclude permit issuance even when the applicant meets the eligibility criteria for such permit.

(ii) *Application based on the prior permit/application history criterion.* On or about June 16, 2003, the RA will mail an application for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish to each owner of a vessel who, according to NMFS' permit records, is eligible based on the permit or application history criterion in paragraph (r)(2)(i) of this section. Information requested on the application is consistent with the standard information required in paragraph (b)(3)(ii) of this section. The RA will also mail each such owner a notice that his/her existing charter vessel/headboat permit(s) for coastal migratory pelagic fish and/or Gulf reef fish will expire November 13, 2003, and that the new permit(s) required under this moratorium will be required as of that date. A vessel owner who believes he/she qualifies for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on permit or application history, but who does not receive an application from the RA, must request an application from the RA and provide documentation of eligibility. The RA will mail applications and notifications to vessel owner addresses as indicated in NMFS' permit records.

(iii) *Application based on a charter vessel/headboat under construction prior to March 29, 2001.* A person who intends to obtain a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on the vessel-under-construction eligibility criterion in paragraph (r)(2)(ii) of this section must obtain an application from the RA. Information requested on the application includes the standard information required in paragraph (b)(3)(ii) of this section and the documentation of construction and associated costs as specified in paragraph (r)(2)(ii) of this section.

(iv) *Application based on historical captain status.* A person who intends to obtain a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on historical captain status must obtain an application from the RA. Information requested on the application includes the standard information required in paragraph (b)(3)(ii) of this section and documentation of the criteria specified in paragraphs (r)(2)(iii)(A) and (B) of this section. Such documentation includes income tax records pertinent to verifying earned income; a copy of the applicable

USCG license and/or Certificate of Inspection; and a notarized affidavit signed by a vessel owner certifying the period the applicant served as captain of a charter vessel or headboat permitted for Gulf reef fish and/or coastal migratory pelagic fish whether the charter vessel or headboat was permitted for Gulf reef fish or coastal migratory pelagic fish or both, and whether the charter vessel or headboat was uninspected (i.e., 6-pack) or had a USCG Certificate of Inspection.

(v) *Incomplete applications.* If an application that is postmarked or hand-delivered in a timely manner is incomplete, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 20 days of the date of the RA's notification, the application will be considered abandoned.

(6) *Issuance of initial permits.* If a complete application is submitted in a timely manner and the applicable eligibility requirements specified in paragraph (r)(2) of this section are met, the RA will issue a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish or a letter of eligibility for such fisheries, as appropriate, and mail it to the applicant not later than November 3, 2003.

(7) *Notification of ineligibility.* If the applicant does not meet the applicable eligibility requirements of paragraph (r)(2) of this section, the RA will notify the applicant, in writing, of such determination and the reasons for it not later than October 14, 2003.

(8) *Appeal process.* (i) An applicant may request an appeal of the RA's determination regarding initial permit eligibility, as specified in paragraph (r)(2) of this section, by submitting a written request for reconsideration to the RA with copies of the appropriate records for establishing eligibility. Such request must be postmarked or hand-delivered within 45 days after the date of the RA's notification of ineligibility and may include a request for an oral hearing. If an oral hearing is granted, the RA will notify the applicant of the place and date of the hearing and will provide the applicant a maximum of 45 days prior to the hearing to provide information in support of the appeal.

(ii) A request for an appeal constitutes the appellant's authorization under section 402(b)(1)(F) of the Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. 1801 et. Seq.) for the RA to make available to the appellate officer(s) such confidential records as are pertinent to the appeal.

(iii) The RA may independently review the appeal or may appoint one or more appellate officers to review the appeal and make independent recommendations to the RA. The RA will make the final determination regarding granting or denying the appeal.

(iv) The RA and appellate officer(s) are empowered only to deliberate whether the eligibility criteria in paragraph (r)(2) of this section were applied correctly. Hardship or other factors will not be considered in determining eligibility.

(v) The RA will notify the applicant of the decision regarding the appeal within 45 days after receipt of the request for appeal or within 45 days after the conclusion of the oral hearing, if applicable. The RA's decision will

COAST PILOT 4 (Continued)

constitute the final administrative action by NMFS.
(FR 5/15/03) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 4

Page 38—Paragraph 656, line 4 to Paragraph 657, line 1;
read:
in the Coast Pilot and Sailing Directions.

MARINE POLLUTION**Compliance with the Federal Water Pollution Control Act or Clean Water Act**

The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and maintain the chemical, physical and biological integrity of our nation's waters.

No Discharge Zones

Section 312 of the FWPCA, entitled "Marine Sanitation Devices" (see **40 CFR 140** in Chapter 2), gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Discharge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include: the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that support interstate navigation by vessels subject to regulation.

Inside No-Discharge Zone waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution

The FWPCA also ...
(CL 139/02; 40 CFR 140) 36/03

Page 115—Paragraphs 1542 to 1543; read:
(d) [Suspended]
(e) [Suspended]
(FR 5/22/03) 36/03

Page 118—Paragraph 1593, lines 8 to 12; read:
of Canada by fax at 315-764-3235 or at 315-764-3200.
(FR 5/22/03) 36/03

Page 118—Paragraph 1594, line 4 to Paragraph 1599; read:
Captain of the Port (COTP).
(d) [Suspended]
(FR 5/22/03) 36/03

Page 119—Paragraphs 1606 to 1608; read:
(c) [Suspended]
(FR 5/22/03) 36/03

Page 497—Paragraph 11, line 1; read:
Seattle: Director, Marine Operations Center (Pacific),
National ...
(CL 1200/03) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 5

Page 396—Paragraph 168, lines 7 to 9; read:
near the head of the southerly branch. In January 2003, the
reported centerline controlling depth was 12 feet from St.
Johns River to the mouth of the creek, thence in 1985, 10
feet at midchannel to near the head of the southerly branch.
(CL 1025/03; CL 1042/03; BP 180777) 36/03

Page 396—Paragraph 173, line 1; read:
Overhead power cables with a reported least clearance of
81 ...
(CL 1042/03; BP 180777) 36/03

Page 396—Paragraph 174; read:
An overhead power cable with a reported clearance of 85
feet crosses the river about 3.5 above the highway bridge at
Palatka.
(CL 1042/03; BP 180777) 36/03

Page 396—Paragraph 177, line 1; read:
In October 2002, shoaling to 5.4 feet was ...
(CL 1025/03; BP 180777) 36/03

Page 396—Paragraph 179; read:
The eastern entrance at **Polly Creek** is just to the west of
the mouth of Dunns Creek.
(CL 1042/03; BP 180777) 36/03

Page 397—Paragraph 180, line 3; read:
obstructed by a row of submerged pilings in Dunns Creek.
(CL 1042/03; BP 180777) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 6

Page 80 to Page 81; strike out.
(FR 7/1/03) 36/03

Page 82—Paragraph 706, line 7; read:
161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Des-
ignated Frequencies, and ...
(FR 7/1/03) 36/03

Page 120—Paragraph 1621, line 4; read:
which the direction of traffic may be recommended.
Navigable waters means all navigable waters of the United
States including the territorial sea of the United States,
extending to 12 nautical miles from United States baselines,

COAST PILOT 4 (Continued)

as described in Presidential Proclamation No. 5928 of December 27, 1988.
(FR 7/1/03) 36/03

Page 120—Paragraphs 1623 to 1627; read:

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.
(FR 7/1/03) 36/03

Page 121—Paragraph 1661, line 1; read:

(b) If, in a specific circumstance, a VTS User is unable ...
(FR 7/1/03) 36/03

Page 121—Paragraph 1662 to Paragraph 1664, line 1; read:

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) As soon as practicable a VTS User shall notify ...
(FR 7/1/03) 36/03

Page 124—Paragraph 1680, lines 2 to 6; read:

a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as

set forth in this part, or as directed by the Center.
(FR 7/1/03) 36/03

Page 124—Paragraph 1681, line 5 to Paragraph 1682; read: are consolidated into three reports (sailing plan, position, and final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:
(FR 7/1/03) 36/03

Page 124—Paragraph 1686 to Paragraph 1687, line 1; read: As used in the subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

§161.18 Reporting requirements.

(a) A Center may: (1) Direct a vessel to provide any of ...
(FR 7/1/03) 36/03

Page 124—Paragraph 1690, line 3; read:

Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, ...
(FR 7/1/03) 36/03

Page 124—Paragraph 1691, line 4; read:

designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated ...
(FR 7/1/03) 36/03

Page 124—Paragraph 1692, line 7 to Paragraph 1693, line 1; read:

VTS frequency.

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time ...
(FR 7/1/03) 36/03

Page 124—Paragraphs 1702 to 1704; read:

(a) Upon point of entry into a VMRS area;

(b) At designated points as set forth in Subpart C; or

(c) When directed by the Center.
(FR 7/1/03) 36/03

Page 122 to Page 123; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas

COAST PILOT 4 (Continued)

Center MMSI ¹ Call Sign	Designated frequency (Channel designation)—purpose ²	Monitoring area ^{3, 4}
Berwick Bay—003669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
Houston-Galveston— 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.)
Louisville: Not applicable <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River ⁵ — 0036699952		
<i>New Orleans Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	<i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).
New York —003669951 <i>New York Traffic</i>	156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)— For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.

COAST PILOT 4 (Continued)

<i>New York Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holand Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge).
<i>New York Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur ⁵ —003669955 <i>Sabine Traffic</i>	To be determined	The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N.
Prince William Sound— 003669958 <i>Valdez Traffic</i>	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Puget Sound ⁶ <i>Seattle Traffic</i> —003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Seattle Traffic</i> —003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> —003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
<i>Victoria Traffic</i> —003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.

COAST PILOT 4 (Continued)

San Francisco—003669956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 <i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

²In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

³All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

⁴Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

⁵Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

⁶A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03)

36/03

COAST PILOT 4

35 Ed 2003

Change No. 8

Page 126—Paragraphs 1705 to 1713; read:

- (a) Upon point of entry into a VMRS area;
- (b) At designated points as set forth in Subpart C; or
- (c) When directed by the Center.

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to

operating condition as soon as possible, and, until restored a vessel must:

- (1) Notify the Center;
- (2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and
- (3) Make any other reports as directed by the Center.

(FR 7/1/03)

36/03

Page 126—Paragraph 1719, line 3; read:

VMRS area; and ...

(FR 7/1/03)

36/03

Page 126—Paragraph 1721 to Paragraph 1731, line 1; read:
Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

COAST PILOT 4 (Continued)

Note: All geographic coordinates contained in part ...
(FR 7/1/03) 36/03

Page 130—Paragraph 1765, line 3; read:
more gross tons (except as provided in paragraphs (c) and (d)
of ...
(FR 7/1/03) 36/03

Page 131—Paragraph 1771, lines 1 to 2; read:
(c) Provisions of §§164.11(a)(2) and (c), 164.30, 164.33,
and 164.46 do not apply to warships or other vessels ...
(FR 7/1/03) 36/03

Page 131—Paragraph 1771, line 7; read:
regulations regarding navigation safety.
(d) Provisions of §164.46 apply to some self-propelled
vessels of less than 1600 gross tonnage.
(FR 7/1/03) 36/03

Page 131—Paragraph 1772, line 1; read:
(a) Except as provided in §164.46(a)(2) of this part
(including §§164.38 and 164.39) does ...
(FR 7/1/03) 36/03

Page 131—Paragraph 1784, line 3; read:
.....**164.74**

International Electrotechnical Commission (IEC)

3, rue de Varemb, Geneva, Switzerland.
IEC 61993-2, Maritime navigation and radiocommunications
equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the
universal automatic identification system (AIS)—Operational and performance requirements, methods of test and
required test results First edition, 2001-12**164.46**
(FR 7/1/03) 36/03

Page 131—Paragraph 1785, line 5; read:
1975**164.13**

Resolution MSC.74(69), Annex 3, Recommendation on
Performance Standards for a Universal Shipborne Automatic
Identification System (AIS), adopted May 12, 1998....**164.46**

SN/Circ.277, Guidelines for the Installation of a Ship-
borne Automatic Identification System (AIS), dated January
6, 2003**164.46**

SOLAS, International Convention for Safety of Life at
Sea, 1974, and 1988 Protocol relating thereto, 2000 Amend-
ments, effective January and July 2002, (SOLAS 2000
Amendments).....**164.46**

Conference resolution 1, Adoption of amendments to the
Annex to the International Convention for the Safety of Life
at Sea, 1974, and amendments to Chapter V of SOLAS
1974, adopted December 12, 2002**164.46**
(FR 7/1/03) 36/03

Page 131—Paragraph 1788, line 4; read:
Services and Ship-to-Ship Identification, 1992**164.43**
ITU-R Recommendation M.1371-1, Technical character-

istics for a universal shipborne automatic identification sys-
tem using time division multiple access in the VHF maritime
mobile band, 1998-2001**164.46**
(FR 7/1/03) 36/03

Page 137—Paragraph 1961, line 3 to Paragraph 1962, line
2; read:
with a rate of turn indicator.

§164.43 Automatic Identification System Shipborne Equipment—Prince William Sound.

(a) Until July 1, 2004, each vessel required to provide
automated position reports to a Vessel Traffic Service (VTS)
under §165.1704 of this subchapter must do so ...
(FR 7/1/03) 36/03

Page 137—Paragraph 1980, line 2; read:
operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, opera-
tional AIS that complies with the IMO Resolution
MSC.74(69), ITU-R Recommendation M.1371-1, and IEC
61993-2, and that is installed using IMO SN/Circ.277
(Incorporated by reference, see §164.03) as of the date spec-
ified. “Length” refers to “registered length” as defined in 46
CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length
engaged in commercial service and on an international
voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section,
the following vessels subject to the International Conven-
tion for Safety at Life at Sea, 1974, (SOLAS) as amended,
that are on an international voyage must also comply with
SOLAS, chapter V, as amended by SOLAS 2000 Amend-
ments and Conference resolution 1 (Incorporated by refer-
ence, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more,
not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the
first safety survey for safety equipment on or after July
1, 2003;

(iii) Vessels, other than passenger vessels or tankers,
of 50,000 gross tonnage or more, not later than July 1,
2004; and

(iv) Vessels, other than passenger vessels or tankers,
of 300 gross tonnage or more but less than 50,000 gross
tonnage, not later than the first safety survey for safety
equipment on or after July 1, 2004, but no later than
December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this
section, the following vessels, transiting an area listed in
table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in
length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and
more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one
or more passengers for hire; and

COAST PILOT 4 (Continued)

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 9

Page 1—Paragraph 2, line 4; read:

<http://nauticalcharts.noaa.gov/>. A subscription to the Local ...

(NOS/03) 36/03

Page 144—Paragraph 2123; insert after:

§165.9 Geographic application of limited and controlled access areas and regulated navigation areas.

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232, and the Act of June 15, 1917, as emended by both the Magnuson Act of August 9, 1950 (“Magnuson Act”), 50 U.S.C. 191–195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject

to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones.* These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the baseline.

(FR 7/18/03) 36/03

COAST PILOT 4 35 Ed 2003 Change No. 10

Page 253—Paragraph 137, lines 4 to 6; read:

whales. In the fall, October through December, right whales migrate from New England waters to their calving grounds in the coastal waters of South Carolina, Georgia, and north-eastern Florida (the species only known calving ground). This migration can bring them to within 25 miles of the coast. The calving season is generally December through ...

(CL 1381/03) 36/03

Page 255—Paragraph 150, line 7; read:

CFR 224.103(c), chapter 2 for limits, regulations and exceptions).

(50 CFR 224) 36/03

Page 274—Paragraph 18; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the Virginia and North Carolina coasts (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03) 36/03

Page 297—Paragraph 7; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the North Carolina coast, and may occur in the approaches of the deepwater ports of Wilmington and Morehead City (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03) 36/03

Page 319—Paragraph 9; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the North Carolina and South Carolina coasts (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03) 36/03

Page 322—Paragraph 40; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the South Carolina coast in the approaches to Georgetown (peak season: December through April). (See **north-**

COAST PILOT 4 (Continued)

ern right whales, indexed as such in chapter 3).
(CL 1381/03)

36/03

yards. (See **50 CFR 224.103(c)**, ...
(50 CFR 224; 50 CFR 226)

36/03

Page 335—Paragraph 156; insert after:

Northern Right Whales

Endangered northern right whales may occur within 25 miles of the South Carolina coast in the approaches to Charleston Harbor (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).
(CL 1381/03)

36/03

Page 404—Paragraphs 9 to 33; strike out.
(NOS/03)

36/03

Page 409—Paragraph 91, lines 3 to 6; read:

(See **50 CFR 226.203(c)**, chapter 2). The area is a calving ground from, generally, December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, ...
(50 CFR 224; 50 CFR 226)

36/03

Page 343—Paragraph 22; read:

Northern Right Whales

Northern right whales have been sighted within 25 miles from the coast as far north as Winyah Bay (the deepwater port of Georgetown), Charleston Harbor, and the Savannah River in the calving season, generally December through March. In February, March, and April, right whales accompanied by calves, migrate northward to their summer feeding grounds off New England. This can take them to within 25 miles of the coastline.
(CL 1381/03)

36/03

Page 470—Paragraph 275, lines 4 to 5; read:

Basin. In February 2003, the channel had a midchannel controlling depth of 4.5 feet. There are ...
(BPs 181043-44; CL 1240/03)

36/03

COAST PILOT 5**30 Ed 2003****Change No. 43
LAST NM 35/03**

Page 333—Paragraphs 345 to 361; read:

Vessel Traffic Information Service (VTIS) and Pilotage. Positive control of Calcasieu River navigation is exercised through vessel traffic scheduling procedures accessible at <http://www.lakecharlespilots.com/vtssafety/> or by calling 337-436-0372 when pilotage is required and otherwise through liaison with the Lake Charles Harbor and Terminal District Harbormaster by calling 337-493-3620 to request priority transit or to address extraordinary navigation evolutions which might be expected to adversely affect other navigation.

Vessel Traffic Information Service (VTIS), Lake Charles, operated by the Lake Charles Pilots, has been established for the Port of Lake Charles including the entire Calcasieu Ship Channel. The service extends from Calcasieu Channel Lighted Whistle Buoy CC (29°20'00"N., 93°13'18"W.) to the Interstate Route 10 Bridge at Lake Charles.

This Vessel Traffic Information Service (VTIS) is designed to enhance navigational safety, security and efficiency and provides vessels with information regarding the movements and intentions of other vessels within the VTIS area. The Lake Charles Harbor and Terminal District, through its agent(s) [harbormaster], establishes navigable waterway operating controls as authorized by Louisiana State Statute, LA R.S. 34:215, and is available for receiving special priority requests and for mediating disputes. Owners or agents of vessels may make mutual agreements on the priority of certain vessels. This VTIS is not intended in any way to supersede or alter applicable Navigation Rules. The working channels for the VTIS are VHF-FM channels 16 and 66A and VHF-FM international radio channel 66. Vessels calling "VTIS Lake Charles" shall give their name, length, beam, deepest fresh-water draft, maximum air draft, destination, and ETA for the appropriate pilot boarding area. This information may also be sent via email to dispatch@lakecharlespilots.com prior to arrival. Vessels entering the VTIS area will be advised by VTIS Lake Charles of the other traffic navigating within the area. All vessels are requested to

Page 359—Paragraph 10, line 3; read:

coast out 15 nautical miles (see **50 CFR 226.203(c)**, ...
(50 CFR 226)

36/03

Page 359—Paragraph 10, lines 5 to 8; read:

as Winyah Bay (the deepwater port of Georgetown), Charleston Harbor and Savannah River in the calving season generally December through March. In March and April, right whales accompanied by calves migrate northward from the critical habitat, often within 25 miles of the coast to ...
(CL 1381/03)

36/03

Page 359—Paragraph 10, line 12; read:

whale. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, ...
(50 CFR 224)

36/03

Page 368—Paragraph 123, lines 3 to 6; read:

right whales (See **50 CFR 226.203(c)**, chapter 2.) The area is a calving ground from, generally December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, ...
(50 CFR 224; 50 CFR 226)

36/03

Page 374—Paragraph 196, lines 4 to 7; read:

CFR 226.203(c), chapter 2. The area is a calving ground from, generally December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, ...
(50 CFR 224; 50 CFR 226)

36/03

Page 381—Paragraph 5, lines 3 to 6; read:

northern right whales (see **CFR 226.203(c)**, chapter 2). The area is a calving ground from, generally December through March. It is illegal to approach right whales closer than 500

COAST PILOT 5 (Continued)

advise VTIS Lake Charles 6 hours before entering the system inbound, outbound, or maneuvering between points within the VTIS, and again approximately 1 hour prior to entering the system. Vessel transit projections/priorities may be governed by tide and current, and are dependent upon available under-keel clearance. Otherwise, every attempt is made to offer pilotage to best optimize channel use toward minimizing demurrage. The Lake Charles Pilots consult and cooperate with the Lake Charles Harbor and Terminal District to assist best operation of the navigable waterway system under the District's jurisdiction.

Vessels shall report to VTIS Lake Charles at the following positions:

1. When entering or leaving the Calcasieu Bar Channel, time and buoy number are reported.
2. Crossing the intersection of the Calcasieu Ship Channel and the Gulf Intracoastal Waterway (GIWW), time is reported.
3. Upon arrival or departure at a terminal, or other destination, time is reported.
4. Dredges or other vessels working on the waterway will report to VTIS Lake Charles daily and at any time they change location within the VTIS area.
5. Vessels traveling in the Intracoastal Waterway and intending to cross or enter the ship channel should give a security call on VHF-FM channel 13, and call VTIS Lake Charles on VHF-FM Channel 66A 30 minutes prior to crossing or entry and adjust speed so as to enter the river when the channel is clear.
6. Vessels intending to transit the Calcasieu Ship Channel between the Intracoastal Waterway (Light 92) and Cameron (Light 48) should contact VTIS on VHF-FM 66A to check the existence and/or status of any moving safety zones or other deep-draft traffic that may require special consideration or action.

Pilotage, Calcasieu River Waterway (enroute to Lake Charles)-State pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade. U.S. vessels over 1,600 tons in coastwise trade must have on board a pilot licensed by the Federal Government. Vessels that must use the buoyed channel due to draft constraints must embark the pilot in an area where there is sufficient water depth outside of the buoyed channel in order to provide a safe lee for pilot boarding and must have the pilot on board prior to entering the buoyed channel.

Prior to disembarking pilots, vessels' draft must be such that vessels are capable of maneuvering outside the buoyed channel if necessary to provide a safe lee. Non-piloted shallow draft vessels optionally using the buoyed channel must give way to piloted deeper-draft vessels.

Arrangements for pilot service are usually handled through the ships' agents, by telephone, 337-436-0372, via email to dispatch@lakecharlespilots.com, via fax, 337-478-5354, or by radiotelephone on VHF-FM channel 66A. The pilots carry portable VHF radios and use VHF-FM channel 66A as working frequency. The pilot office in Lake Charles monitors VHF-FM channels 66A and 16. The pilot office stands by for pilot orders and for the Vessel Traffic Information Service (VTIS). Traffic information can be obtained by any vessel using the traffic service. Lake Charles Pilots

request notices directly from vessels requesting pilots via email to dispatch@lakecharlespilots.com or by telephone at 12 hours and six hours prior to ETA. A minimum 4-hour notice of time of arrival at one of the following designated pilot stations, where pilots will board, is required.

Multiple pilot boarding areas exist due to the varying depths of water adjacent to the buoyed channel. Boardings and disembarkations normally are accomplished in the safety fairway outside of the buoyed channel. Vessels awaiting pilots should wait in the safety fairway, outside of the buoyed channel, in an area of sufficient water until the pilot boards the vessel.

Recommended Pilot Boarding Areas**Station No. 1, for vessels drawing less than 30 feet.**

Near the entrance channel within 1 mile of 29°38.8'N., 93°19.5'W., and thence an area 1 mile wide extending 2.7 miles NNW on the E side of the channel to about 29°42.6'N. Small vessels should await the pilot in the NE corner of the boarding area.

Station No. 2, for vessels drawing between 30 and 34 feet.

An area on the E side of the outer approach channel 1 mile wide and extending 2.5 miles NW and SE from 29°34'N., 93°16'W.

Station No. 3, for vessels drawing between 34 feet and 36 feet.

A circular area within 1 mile of a point in 29°27.3'N., 93°13.4'W., and thence an area 1 mile wide extending 2.7 miles N on the E side of the channel to about 29°31.1'N.

Station No. 4, for vessels drawing over 36 feet.

A circular area within 1 mile of Calcasieu Channel Lighted Whistle Buoy CC (29°20'00"N., 93°13'18"W.).

Navigation Guidelines, Calcasieu River Waterway

Substantial increasing numbers of large deeper draft ocean-going vessels navigate the Calcasieu River Channel. The channel is dredged to maintain a 40-foot depth and 800-foot bar channel and 400-foot River Channel. Based upon reported marine casualties and on navigational challenges arising from the increased traffic, and after consultation with local marine interests, certain guidelines exist to enhance safe navigation.

No vessel will be required to meet another vessel within the VTIS area if, in the opinion of the master or pilot of either vessel, it would be hazardous to do so because of some special circumstance or condition.

Proposed movement of drilling rigs, submersibles, and other floating heavy equipment must be preapproved at least 24 hours in advance by the Lake Charles Pilots, Inc., Harbor-master and U. S. Coast Guard, Captain of the Port representative. Mooring or anchoring these vessels or units within the system or otherwise obstructing traffic is prohibited without prior approval.

The two Cameron ferries monitor VHF-FM channels 13 and 30. Vessels transiting this area should contact the ferry for information as necessary.

Meeting and passing situations involving two vessels with combined beams exceeding 50% of the available channel width are restricted. Both involved pilots may, however, agree that conditions are such that meeting or passing can be accomplished safely.

In fog, or any condition that restricts visibility, vessels will

COAST PILOT 5 (Continued)

not normally be moved until conditions improve to a point where one-mile visibility is available, throughout the route to be transited.

All vessels transiting the channel must be ballasted to a condition that keeps the propeller and rudder submerged to a sufficient degree to maintain control of the vessel.

Liquefied Natural Gas (LNG) vessels transiting within the pilotage area shall be piloted in accordance with the current U. S. Coast Guard Liquefied Natural Gas (LNG) Vessel Management and Emergency Plan promulgated by the cognizant USCG Captain of the Port.

(DD 4346)

36/03

COAST PILOT 5 30 Ed 2003 Change No. 44

Page 261—Paragraph 286, line 3; read:

feet. A marina, about 2.6 miles above the bridge on the N side of Bayou Grande, has berths, gasoline, a launching ramp, ice, dry storage and a 10-ton lift available for engine repairs.

(CL 2330/02; NOS 11378)

36/03

Page 262—Paragraph 298, line 2; read:

Cummings Point has a fixed span with a clearance of 39 feet. A marina close S of the bridge on the W side of the bay has berths, electricity, gasoline, diesel fuel, water, ice, a launching ramp, wet and dry storage, marine supplies, and an 8-ton forklift available. Hull, engine, and electronic repairs can be made.

(DB 1222; NOS 11378)

36/03

Page 262—Paragraph 301, line 8 to Paragraph 302; read: coves and **Cotton Bayou**, on the W side of Perdido Pass 0.7 mile above the entrance. (See the small-craft facilities tabulation on chart 11378 for services and supplies available.)

(DB 1277; DB 1339; DB 1357;

DB 360; NOS 11378)

36/03

Page 267—Paragraph 45, line 9; read:

ramp, wet and dry storage, marine supplies, pump-out station and a 20-ton lift. The approach to the facility is marked ...

(DB 1324)

36/03

Page 284—Paragraph 340, line 12; read:

gasoline, pump-out station, wet and dry storage, marine supplies, a launching ramp, and an 8-ton mobile ...

(CL 125/03)

36/03

Page 352—Paragraph 242, lines 5 to 10; read:

craft; each berth has electrical and water connections. In December 2002, the reported approach depth was 20 feet with 10 feet alongside the slips. The yacht yard at the inner end of the basin has a lift that can handle craft up to 70 feet for hull, engine, and electronic repairs, or dry open or covered storage. Gasoline, diesel fuel, water, ice, marine supplies, pump-out station, and berths with electricity are ...

(CL 1522/02; CL 123/03)

36/03

Page 356—Paragraph 305, lines 7 to 9; read:

basin had a reported controlling depth of 8 feet in June 2002. Gasoline, diesel fuel, water, ice, open and covered berths with electricity, a launching ramp, pump-out station, and an electronic hoist to 3 tons are available.

(CL 1522/02)

36/03

Page 357—Paragraph 317, lines 2 to 5; read:

basin about 1 mile NW of the point. Gasoline, diesel fuel, water, ice, marine supplies, launching ramps, cranes to 5 tons, open and covered berths with electricity, pump-out station, and storage facilities are available, engine repairs can be made. In September 1981, a ...

(CL 61/02; CL 1522/02 CL 123/03; NOS 11326)

36/03

Page 364—Paragraph 453, lines 6 to 14; read:

4 feet in January 2003, leads to the marina from the Intracoastal Waterway, 0.3 mile SW from the twin causeways connecting Virginia Point and Galveston. In January 2003, depths of 6 feet were reported in the basin. The marina has open and covered slips for about 120 boats up to 50 feet, water, electricity, gasoline, ice, launching ramp and marine supplies.

(CL 122/03)

36/03

Page 393—Paragraph 203, lines 7 to 10; read:

launching ramps, and berths are available at marinas on **Little Sabine Bay** at Pensacola Beach at the S end of the bridge. In 1999, 5 feet was reported in the marked channel leading from the waterway. The channel is marked by private daybeacons. A yacht club close E of the N end of the bridge has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage and a 15-ton forklift available.

(DB 1342; NOS 11378)

36/03

Page 393—Paragraph 205, lines 6 to 8; read:

launching ramps, marine supplies, pump-out station, wet and dry storage, and berths with water and electricity are available. A mobile hoist can haul out craft to 25 tons for hull repairs.

(DB 1263; DB 1267)

36/03

Page 393—Paragraph 208, lines 2 to 8; read:

close E of the bridge, on the S bank of the waterway, has berths, electricity, gasoline, diesel fuel, water and ice available. A marina is on the basin on the S bank of the waterway about 0.7 mile W of the bridge. Gasoline, diesel fuel, water, ice, pump-out station, launching ramps, wet and dry storage, marine supplies, and open and covered berths with electricity are available. A 10-ton mobile hoist is available for hull and engine repairs. A marine railway at ...

(DB 1262; DB 1358; NOS 11378)

36/03

Page 393—Paragraph 212, lines 3 to 10; read:

electricity, gasoline, diesel fuel, ice, wet storage, and pump-out station available. The approach to the marina is marked

COAST PILOT 5 (Continued)

by private daybeacons and, in April 2003, had a reported controlling depth of 10 feet. A marina in **Roberts Bayou**, locally known as Pirates Cove, on the N side of Arnica Bay, has berths, electricity, water, ice, launching ramp, wet storage and a 15-ton lift. Hull, engine, and electronic repairs are available. The channel leading to the marina is marked by private daybeacons and, in May 2003, had a reported controlling depth ...

(DB 1239; DB 1307)

36/03

Page 403—Paragraph 407, line 2; read:

Mile 438.6W. A harbor on the N side of the waterway at **Mile 400.0W**, has berths, electricity, gasoline, diesel fuel, launching ramps, pump-out station, wet storage, water, ice and marine supplies.

(CL 1203/03)

36/03

Page 404—Paragraph 409, lines 2 to 5; read:

the N side of the waterway at **Mile 440.7W**. Gasoline, water, ice, a launching ramp and limited marine supplies are available. A depth of 5 feet is reported alongside.

(CL 989/01)

36/03

COAST PILOT 5 30 Ed 2003 Change No. 45

Page 221—Paragraph 339, lines 7 to 14; read:

channel is marked by lights and daybeacons. In March 2003, the controlling depth was 10 feet from the channel entrance to Light 7. Above Light 7, the controlling depths were 8 feet to the highway bridge, thence 6.2 feet (7.1 feet at midchannel) to the Intracoastal Waterway, thence 8 feet in the remainder of the channel, thence 7.1 to 8 feet ...

(CL 1221/03; BPs 181010-18)

36/03

Page 228—Paragraph 17, lines 3 to 4; read:

Bay, is about 1.6 miles long. **Egmont Key Light** (27° 36'03"N., 82°45'38"W.), 85 feet above the water, is shown from a white ...

(28/03 CG7; LL/03)

36/03

Page 240—Paragraph 261, line 2; read:

Egmont Key Light (27°36'03"N., 82°45'38"W.), is a beach community ...

(28/03 CG7; LL/03)

36/03

Page 240—Paragraph 265; read:

In January 2003, depths of 9 feet were reported to marinas on the island channel between Long Key and **Vina del Mar**. Berths, gasoline, diesel fuel, wet and dry storage, water, ice, marine supplies and lifts that can handle craft up to 9 tons are available. Hull, engine and radio repairs can be made.

(CL 723/03)

36/03

Page 242—Paragraph 305, lines 7 to 8; read:

gasoline, berths, water, ice, wet and dry storage, marine supplies and a 4-ton lift are available. Hull, engine and electronic repairs can be made.

(CL 1018/03)

36/03

Page 246—Paragraph 358, lines 10 to 11; read:

marginal county wharf. In June 2003, the controlling depth was 4.4 feet (5.0 feet at midchannel) with 3.3 to 4.0 feet in the basin.

(CL 1347/03; BPs 181252-58)

36/03

Page 248—Paragraph 33, lines 8 to 9; read:

range of **tide** is 2.5 feet. **Shell Point Light** (30°02'21"N., 84°17'41"W.), 17 feet above the water and shown from a pile ...

(30/03 CG8; LL/03)

36/03

Page 248—Paragraph 36, line 7; read:

(29°56'00"N., 84°18'00"W.), 17 feet above the water and shown ...

(02/03 CG8; LL/03)

36/03

Page 388—Paragraph 102, lines 3 to 7; read:

Causeway. A small-boat basin has gasoline, wet and dry storage, a launching ramp and marine supplies. Hull, engine and electronic repairs can be made. In May 2003, the reported approach depth was 4 feet.

(CL 1115/03)

36/03

Page 388—Paragraph 103, lines 3 to 4; read:

berths with electricity, wet and dry storage, water and ice are available. In January 2003, depths of 5 feet were reported in the approach channel with 8 feet ...

(CL 722/03)

36/03

Page 388—Paragraph 105, lines 4 to 13; read:

vertical clearances of 20 feet cross the creek. A marina at the head of the creek has a 60-ton lift that can handle craft for hull, engine, and electronic repairs and wet and dry storage. Gasoline, diesel fuel, water, ice and marine supplies are available. Two overhead power cables with a minimum clearance of 27 feet cross the southwesternmost marina slip. In January 2003, depths of 8 feet were reported in the approach channel.

(CL 722/03)

36/03

Page 388—Paragraph 106, lines 6 to 10; read:

supplies, wet and dry storage, launching ramp, pump-out station, and open and covered berths with electricity for more than 300 boats are available. A 55-ton mobile hoist can handle craft to 60 feet and a forklift can handle craft to 25 feet for complete repairs. In January 2003, the reported controlling depth in the lagoons was about 6 feet in the privately marked channel.

(CL 722/03; CL 1018/03)

36/03

Page 389—Paragraph 114; read:

A marina, on the W side of the entrance to Clam Bayou, has a 10-ton mobile hoist that can handle craft up to 40 feet. Gasoline, a pump-out station, ice and dry storage are available.

(CL 1018/03)

36/03

COAST PILOT 5 (Continued)

Page 411—Paragraph 167, lines 3 to 4; read:
of Puerto Arecibo. In May 2003, depths of 22.5 feet were
available in the entrance channel and 9.2 to 14.0 feet in the
basin off ...

(CL 1212/03; BPs 180984-85) 36/03

COAST PILOT 5 30 Ed 2003 Change No. 46

Page 389—Paragraph 116, lines 5 to 12; read:
W of the creek. The channels are privately marked. In 2002,
the channel leading N had a reported depth of 8 feet and the
channel leading W had a reported depth of 12 feet. Water,
ice, wet storage, and open or covered berths with electricity
are available for over 300 boats to 48-feet at the two marinas.
A 60-ton marine hoist at the marina at the creek entrance can
handle craft to 80 feet for hull, engine and electronic repairs.
(CL 590/03) 36/03

Page 389—Paragraph 122, line 7; read:
bridge are close N of the highway bridge. A marina, south of
the bridge and on the E side, has gasoline, water, ice, pump-
out station, wet and dry storage, and marine supplies avail-
able. Engine repairs can be made. A marina north of the
bridge and on the W side has gasoline, water, ice, marine
supplies, a 6-ton lift and dry storage available.
(CL 721/03; CL 1018/03) 36/03

Page 389—Paragraph 125, lines 10 to 11; read:
about 5 feet in January 2003, leads to the municipal marina
at Madeira Beach. Gasoline, diesel fuel, pump-out station,
water, ice, marine supplies, dry storage, a ...
(CL 721/03) 36/03

Page 389—Paragraph 128, lines 1 to 2; read:
Berths, electricity, gasoline, diesel fuel, water, ice, wet and
dry storage, pump-out station, lifts to 30-tons, and hull,
engine and radio repairs are available at several marinas
along The Narrows ...
(CL 591/99; CL 1018/03; NOS 11411) 36/03

Page 390—Paragraph 140, lines 5 to 7; read:
water, ice, pump-out station, launching ramp, wet and dry
storage and marine supplies are available; hull, engine are
electronic repairs can be made. At Clearwater just E of **Mile**
136.6, a 60-ton mobile hoist can handle craft up to 70 feet.
(CL 591/99; CL 1018/03) 36/03

Page 390—Paragraph 148, lines 4 to 6; read:
ramp, pump-out station and water are available. A motel is
on the N mole, and a boat club is on the S mole. In May
2003, the reported approach and alongside depth was 4 feet.
The entrance ...
(CL 1018/03) 36/03

Page 390—Paragraph 150, lines 3 to 5; read:
ice, wet and dry storage, and engine repairs are available. In
May 2003, 4 feet was reported in the approach channel;

thence in 1982, 2.5 ...
(CL 1018/03) 36/03

Page 390—Paragraph 153, lines 5 to 12; read:
The channel is marked by private daybeacons. There are sev-
eral marinas in the basins, which in 2000 had a reported
depth of 3 feet. There are forklifts and a 10-ton mobile hoist.
Hull, engine, and electronic repairs can be made. Gasoline,
diesel fuel, water, ice, marine supplies, wet and dry storage,
launching ramps and covered berths with electricity are
available.
(CL 676/00; CL 760/00; NOS 11411) 36/03

**COAST PILOT 7 34 Ed 2002 Change No. 25
LAST NM 34/03**

Page 82—Paragraph 1413; insert after:
§110.238 Apra Harbor, Guam.
(a) The Anchorage grounds (Datum WGS 84). (1) Gen-
eral Anchorage. The waters bounded by a line connecting
the following points:

Latitude	Longitude
13°27'32.0"N	144°39'36.8"E
13°27'21.0"N	144°39'22.8"E
13°27'12.5"N	144°37'25.4"E

and thence along the shoreline to

Latitude	Longitude
13°27'45.5"N	144°39'34.8"E

and thence to the point of beginning.

(2) Explosives Anchorage 701. The water in Naval
Anchorage A bounded by the arc of a circle with a radius
of 350 yards and located at:

Latitude	Longitude
13°26'54.0"N	144°37'53.5"E

(3) Naval Explosives Anchorage 702. The waters in the
General Anchorage bounded by the arc of a circle with a
radius of 350 yards and with the center located at:

Latitude	Longitude
13°27'29.9"N	144°38'13.0"E

(4) Naval Anchorage A. The waters bounded by a line
connecting the following points:

Latitude	Longitude
13°26'47.3"N	144°37'42.6"E
13°27'02.0"N	144°37'42.6"E

COAST PILOT 7 (Continued)

13°27'10.6"N	144°39'00.8"E
13°26'59.6"N	144°39'00.8"E
13°26'59.6"N	144°39'08.6"E
13°26'54.3"N	144°39'08.6"E
13°26'54.3"N	144°39'24.2"E
13°26'42.2"N	144°39'24.2"E
13°26'40.4"N	144°38'01.8"E

and thence to the point of beginning.

(5) Naval Anchorage B. The waters bounded by a line connecting the following points:

Latitude	Longitude
13°26'43.7"N	144°39'53.3"E
13°26'53.6"N	144°40'03.8"E
13°26'51.0"N	144°40'06.0"E
13°26'41.0"N	144°39'56.0"E

and thence along the shoreline to the point of beginning.

(b) *The regulations*—(1) *General Anchorage*. Any vessel may anchor in the General Anchorage except vessels carrying more than 25 tons of high explosives.

(2) *Explosives Anchorage 701*. Vessels carrying more than 25 tons of high explosives must use Anchorage 701, unless otherwise directed by the Captain of the Port.

(3) *Explosives Anchorage 702*. Except Naval vessels using the anchorage as directed by local Naval authorities, no vessel may anchor so that any part of the hull or rigging, or the anchor tackle may extend into Anchorage 702 at any time.

(4) *Naval Anchorages A and B*. (i) Except as provided in paragraph (b)(3)(ii) of this section, non-naval vessels may not anchor within these anchorages or use the mooring buoys therein without permission of the local Naval authorities obtained through the Captain of the Port. (There is a user charge for the use of these mooring buoys.)

(ii) Small craft that are continuously manned and capable of getting underway may anchor within these anchorages during daylight hours without prior approval of the Captain of the Port.

(5) *General regulations*. (i) Vessels may use the Naval mooring buoys in the General Anchorage without charge for a period up to 72 hours if authorized by the Captain of the Port. Vessels so moored shall promptly move at their own expense upon notification from the Captain of the Port.

(ii) Except for vessels not more than 65 feet in length, all vessels shall anchor in an anchorage ground.

(iii) Vessels anchored in an anchorage ground shall place their anchors within the anchorage ground so that no portion of the hull or rigging at any time extends outside the anchorage ground.

(iv) No vessel may anchor in the harbor for more than

30 consecutive days without permission of the Captain of the Port.

(33 CFR 110)

36/03

Page 138—Paragraph 3409; read:

§165.1401 Apra Harbor, Guam—safety zones.

(a) The following is designated as Safety Zone A—The waters of the Pacific Ocean and Apra Outer Harbor encompassed within an arc of 725 yards radius centered at the center of Wharf H. (Located at 13°27'47"N. and 144°39'01.9"E. Based on World Geodetic System 1984 Datum)

(b) The following is designated Safety Zone B—The waters of Apra Outer Harbor encompassed within an arc of 680 yards radius centered at the center of Naval Wharf Kilo. (Located at 13°26'43"N., 144°37'46.7"E. Based on World Geodetic system 1984 Datum)

(c) *Special regulations*. (1) Section 165.23 does not apply to Safety Zone A and/or Safety Zone B, except when Wharf H and/or Naval Wharf Kilo, or a vessel berthed at Wharf H and/or Naval Wharf Kilo, is displaying a red (BRAVO) flag by day or a red light by night.

(2) In accordance with the general regulations in 165.23 of this part, entry into these zones is prohibited unless authorized by the Captain of the Port, Guam.

§165.1402 Apra Outer Harbor, Guam—regulated navigation area.

(a) The following is a regulated navigation area—The waters of the Pacific Ocean and Apra Outer Harbor enclosed by a line beginning at

13°26'47"N., 144°35'07"E; thence to Spanish Rocks at

13°27'09.5"N., 144°37'20.6"E; thence along the shoreline of Apra Outer Harbor to

13°26'28.1"N., 144°39'52.5"E (the northwest corner of Polaris Point); thence to

13°26'40.2"N., 144°39'28.1"E; thence to

13°26'32.1"N., 144°39'02.8"E; thence along the shoreline of Apra Outer Harbor to Orote Point at 13°26'42"N., 144°36'58.5"E; thence to the beginning. (Based on WGS 84 Datum)

(b) *Regulations*:

(1) Except for public vessels of the United States, vessels may not enter Apra Outer Harbor without permission of the Captain of the Port if they have on board more than 25 tons of high explosives.

(2) Except for vessels not more than 65 feet in length, towboats or tugs without tows, no vessel may pass another vessel in the vicinity of the Outer Harbor entrance.

(3) Vessels over 100 gross tons shall:

(i) Steady on the entrance range at least 2 miles west of the entrance when approaching Apra Outer Harbor and;

(ii) [Reserved]

(iii) Steady on the range when departing Apra Outer Harbor.

(4) Vessels may not anchor in the fairway. The fairway is the area within 375 feet on either side of a line beginning at

13°26'47"N., 144°35'07"E; thence to

13°27'14.1"N., 144°39'14.4"E; thence to

COAST PILOT 7 (Continued)

13°26'35.2"N., 144°39'46.4"E; thence to
13°26'30.8"N., 144°39'44.4"E. (Based on WGS 84
Datum)

(5) Vessels over 100 gross tons may not proceed at a
speed exceeding 12 knots within the harbor.

(6) No vessel may leave Apra Outer Harbor until any
inbound vessel over 65 feet in length has cleared the Outer
Harbor Entrance.

**§165.1403 Security Zone: Tinian, Commonwealth
Northern Marianas Islands.**

(33 CFR 165) 36/03

Page 138—Paragraph 3420; insert after:

§165.1404 Apra Harbor, Guam—security zone.

(a) The following is designated as Security Zone C—The
waters of Apra Outer Harbor, Guam surrounding Naval
Mooring Buoy No. 702 (Located at 13°27'30.1"N. and
144°38'12.9"E. Based on World Geodetic System 1984
Datum) and the Maritime Propositioning ships moored
thereto. The security zone will extend 100 yards in all direc-
tions around the vessel and its mooring. Additionally, a 50
yard security zone will remain in effect in all directions
around buoy No. 702 when no vessel is moored thereto.

(b) In accordance with the general regulations in §165.33
of this part, entry into Security Zone C is prohibited unless
authorized by the Captain of the Port, Guam.

(FR 33 CFR 165) 36/03

**COAST PILOT 9 21 Ed 2003 Change No. 6
LAST NM 33/03**

Page 46—Paragraph 32, line 7; read:

161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Des-
ignated Frequencies, and ...
(FR 7/1/03) 36/03

Page 47 to Page 48; strike out.

(FR 7/1/03) 36/03

Page 68—Paragraph 481, line 4; read:

which the direction of traffic may be recommended.

Navigable waters means all navigable waters of the United
States including the territorial sea of the United States,
extending to 12 nautical miles from United States baselines,
as described in Presidential Proclamation No. 5928 of
December 27, 1988.

(FR 7/1/03) 36/03

Page 68—Paragraphs 483 to 487; read:

Vessel Movement Center (VMC) means the shore-based
facility that operates the vessel tracking system for a Vessel
Movement Reporting System (VMRS) area or sector within
such an area. The VMC does not necessarily have the capa-
bility or qualified personnel to interact with marine traffic,
nor does it necessarily respond to traffic situations develop-
ing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a man-
datory reporting system used to monitor and track vessel
movements. This is accomplished by a vessel providing

information under established procedures as set forth in this
part in the areas defined in Table 161.12(c) (VTS and VMRS
Centers, Call Signs/MMSI, Designated Frequencies, and
Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a
vessel, or an owner, operator, charterer, Master, or person
directing the movement of a vessel that is required to partici-
pate in a VMRS.

(FR 7/1/03) 36/03

Page 70—Paragraph 520, line 1; read:

(b) If, in a specific circumstance, a VTS User is unable ...
(FR 7/1/03) 36/03

Page 70—Paragraph 521 to Paragraph 523, line 1; read:

(c) When not exchanging voice communications, a VTS
User must maintain a listening watch as required by
§26.04(e) of this chapter on the VTS frequency designated in
Table 161.12(c) (VTS and VMRS Centers, Call Signs/
MMSI, Designated Frequencies, and Monitoring Areas). In
addition, the VTS User must respond promptly when hailed
and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very
high frequency watch on Channel 16 (156.800 MHz) is not
required on vessels subject to the Vessel Bridge-to-Bridge
Radiotelephone Act and participating in a Vessel Traffic Ser-
vice (VTS) system when the watch is maintained on both the
vessel bridge-to-bridge frequency and a designated VTS fre-
quency.

(d) As soon as practicable a VTS User shall notify ...
(FR 7/1/03) 36/03

Page 70—Paragraph 539, lines 2 to 6; read:

a system used to monitor and track vessel movements within
a VTS or VMRS area. This is accomplished by requiring that
vessels provide information under established procedures as
set forth in this part, or as directed by the Center.

(FR 7/1/03) 36/03

Page 70—Paragraph 540, line 5 to Paragraph 541; read:

are consolidated into three reports (sailing plan, position, and
final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart
apply to the following vessels and VMRS Users:

(FR 7/1/03) 36/03

Page 70—Paragraph 544, line 2 to Paragraph 547, line 1;
read:

passengers for hire, when engaged in trade.

§161.17 Definitions.

As used in the subpart:

Center means a Vessel Traffic Center or Vessel Move-
ment Center.

Published means available in a widely-distributed and
publicly available medium (e.g., VTS User's Manual, ferry
schedule, Notice to Mariners).

COAST PILOT 9 (Continued)

§161.18 Reporting requirements.

- (a) A Center may: (1) Direct a vessel to provide any of ...
(FR 7/1/03) 36/03

Page 73—Paragraph 550, line 3; read:

Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, ...
(FR 7/1/03) 36/03

Page 73—Paragraph 551, line 4; read:

designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, ...
(FR 7/1/03) 36/03

Page 73—Paragraph 552, line 7 to Paragraph 553, line 1; read:

VTS frequency.

- (d) A vessel must report:

- (1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or
- (2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

- (e) When reports required by this part include time ...
(FR 7/1/03) 36/03

Page 73—Paragraphs 562 to 569; read:

- (a) Upon point of entry into a VMRS area;
- (b) At designated points as set forth in Subpart C; or
- (c) When directed by the Center.

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

- (1) Notify the Center;
 - (2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and
 - (3) Make any other reports as directed by the Center.
- (FR 7/1/03) 36/03

COAST PILOT 9 21 Ed 2003 Change No. 7

Page 71 to Page 72; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas		
Center MMSI¹ Call Sign	Designated frequency (Channel designation)—purpose²	Monitoring area^{3, 4}
Berwick Bay—003669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
Houston-Galveston— 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.)
Louisville: Not applicable <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River ⁵ — 0036699952		

COAST PILOT 9 (Continued)

<i>New Orleans Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	<i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).
New York —003669951 <i>New York Traffic</i>	156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)—For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
<i>New York Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge).
<i>New York Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.

COAST PILOT 9 (Continued)

Port Arthur ⁵ —003669955 <i>Sabine Traffic</i>	To be determined	The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N.
Prince William Sound— 003669958 <i>Valdez Traffic</i>	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Puget Sound ⁶ <i>Seattle Traffic</i> —003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Seattle Traffic</i> —003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> —003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
<i>Victoria Traffic</i> —003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco—003669956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 <i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

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Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

²In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

³All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

⁴Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

⁵Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

⁶A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03)

36/03

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cluding §§164.38 and 164.39) does ...

(FR 7/1/03)

36/03

Page 73—Paragraph 578, line 3; read:

VMRS area; and

(FR 7/1/03)

36/03

Page 77—Paragraph 641, line 3; read:

.....164.74

Page 73—Paragraphs 580 to 589; strike out.

(FR 7/1/03)

36/03

International Electrotechnical Commission (IEC)

3, rue de Varembe, Geneva, Switzerland.

IEC 61993-2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001-12164.46

(FR 7/1/03)

36/03

Page 75—Subpart C Title through Paragraph 590, line 1; read:

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points**Note:** All geographic coordinates contained in part ...

(FR 7/1/03)

36/03

Page 77—Paragraph 642, line 5; read:

1975164.13

Page 77—Paragraph 622, line 3; read:

more gross tons (except as provided in paragraphs (c) and (d) of ...

(FR 7/1/03)

36/03

Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic Identification System (AIS), adopted May 12, 1998....164.46

SN/Circ.277, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), dated January 6, 2003164.46

SOLAS, International Convention for Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments).....164.46

Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter V of SOLAS 1974, adopted December 12, 2002164.46

(FR 7/1/03)

36/03

Page 77—Paragraph 628, line 7; read:

regulations regarding navigation safety.

(d) Provisions of §164.46 apply to some self-propelled vessels of less than 1600 gross tonnage.

(FR 7/1/03)

36/03

Page 77—Paragraph 629, line 1; read:

(a) Except as provided in §164.46(a)(2) of this part (in-

Page 78—Paragraph 645, line 6; read:

.....164.43

COAST PILOT 9 (Continued)

ITU-R Recommendation M.1371-1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001164.46
(FR 7/1/03) 36/03

Page 83—Paragraph 817, line 3 to Paragraph 818, line 2; read:

with a rate of turn indicator.

§164.43 Automatic Identification System Shipborne Equipment—Prince William Sound.

(a) Until July 1, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under §165.1704 of this subchapter must do so ...
(FR 7/1/03) 36/03

Page 83—Paragraph 836, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, operational AIS that complies with the IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2, and that is installed using IMO SN/Circ.277 (Incorporated by reference, see §164.03) as of the date specified. “Length” refers to “registered length” as defined in 46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length engaged in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following vessels subject to the International Convention for Safety at Life at Sea, 1974, (SOLAS) as amended, that are on an international voyage must also comply with SOLAS, chapter V, as amended by SOLAS 2000 Amendments and Conference resolution 1 (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, transiting an area listed in table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03)

36/03

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Page 1—Paragraph 2, line 4; read:

<http://nauticalcharts.noaa.gov/>. A subscription to the Local ...

(NOS/03)

36/03

Page 90—Paragraph 974; insert after:

§165.9 Geographic application of limited and controlled access areas and regulated navigation areas.

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221-1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221-1232, and the Act of June 15, 1917, as amended by both the Magnuson Act of August 9, 1950 (“Magnuson Act”), 50 U.S.C. 191-195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject

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to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones*. These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the baseline.

(FR 7/18/03)

36/03

Page 121—Paragraph 24, line 1; read:

Astrolabe Point, 11 miles NW of Cape Spencer, is ...

(NOS 17301)

36/03

Page 330—Paragraph 576; strike out.

(BPs 180448-49; CL 724/03)

36/03

Page 330—Paragraph 578, line 5; read:

length to 300 feet for mooring larger vessels.

South Harbor, just S of the causeway leading to the deep-water pier, is a dredged mooring basin which is protected on its S and E sides by a jetty. The basin is entered through a dredged entrance channel between the deep-water pier and the N end of jetty. In September 2001, the controlling depth in the entrance channel and basin was 16 feet except for shoaling to lesser depths along the edges.

(BPs 180448-49; CL 724/03)

36/03